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PRINCIPAL CONTENTS.

Newcastle and Richmond Railroad.....	1
Hudson River Railroad.....	1
Steamers on Lake Erie.....	2
Wilton Railroad.....	2
Virginia Central Railroad.....	3
New York and Erie Railroad.....	5
Columbus, Urbana and Piqua Railroad.....	5
Railroads in the Provinces.....	5
Railroads in Alabama.....	5
Wellsville and Wheeling Railroad.....	5
New Orleans and Nashville Railroad.....	11
Railroad Law.....	6
Stock and Money Market.....	8
Railroads in Iowa.....	9
Railroads in the United States in 1852.....	10
Lake Shore Railroad.....	10
East Tennessee and Virginia Railroad.....	11
Hempfield Railroad.....	11
Steamer Atlantic.....	11
Table of Railroads in the United States.....	12
Peoria and Oquawka Railroad.....	14
Danville and Pottsville Railroad.....	14
Dayton and Troy Railroad.....	14

American Railroad Journal.

Saturday, January 3, 1852.

Indiana.

New Castle and Richmond Railroad.—This road was, by its original Charter, limited to the distance between Richmond and New Castle, 27 miles, and a subscription of \$100,000 was required before the Directors could be chosen.

This sum having been secured, the company was organized on the 24th of August, 1850, and the grubbing, grading and bridging of the entire line, from Richmond to New Castle, was let by private contract, to Mr. A. DeGraff, on terms favorable to the Company; 15 per cent. of the total amount payable in stock of the Company.

Active operations were commenced in February, 1851, since which time the work has steadily progressed, a force varying from 50 to 100 hands being constantly employed on the road.

Since the organization of the Company in November, 1850, the subscriptions to the capital stock have been increased from \$100,000 to over \$190,000, of which over \$70,000 have been subscribed by citizens of Cincinnati.

This amount is sufficient to prepare the road for the iron, but as the time for payment is fixed at too

distant a day, the Board think it advisable to procure a loan in anticipation of the stock, by which the grading and bridging may be completed during the summer of 1852, and the road put into running order by the 1st of January, 1853.

The receipts upon the stock up to Dec. 1. 1851 have been \$14,689 27, and the disbursements \$14,238 85.

The following is the estimated cost of the sections between Richmond and New Castle.

Grubbing, grading and bridging, including two miles of side track.....	\$140,420 84
Ballasting.....	9,078 75
Right of way and Depot grounds.....	5,000 00
Engineering and contingencies.....	10,000 00

Total.....\$164,499 59

29 miles superstructure, (iron track, etc.) including 2 miles side track a \$6,500. \$187,850 00

Locomotives and cars.....\$51,650 00

Repair shops, turn tables, and

water tanks..... 3,300 00

Depot Buildings..... 11,500 00 \$66,450 00

The Company were authorized, by a special act, of the last Legislature, to extend their road from New Castle, in Henry county, to intersect the Peru and Indianapolis, or the Lafayette and Indianapolis Railroads, at such point on said roads as they might determine upon.

Under this amendment of their charter, the board determined to locate the extension of the road by way of Logansport, in Cass county, and intersect the Lafayette and Indianapolis railroad at or near Lafayette.

At Logansport the road will form a connection with another railroad from that town to Lake Michigan; and will thus be changed from a local road, of only 27 miles in length, to an important link of 107 miles in length, in a chain of railroads running almost direct from Cincinnati, Ohio, to Chicago, Ill.

It is proposed to cross the Indianapolis and Bellefontaine Railroad at Anderson, and the Peru and Indianapolis Railroad at or near Kokomo.

The people along the line of the Extension have taken hold of the work with great zeal, and there is every reason to believe it will be successfully prosecuted. Subscriptions for the extension have already been made to the amount of \$196,000.

The country traversed is one unsurpassed in richness of soil and agricultural capacity. Although much of it is newly settled, it is rapidly increasing in population. In a few years it will

become one of the most populous and productive portions of the State.

Under such a promising aspect of affairs, the Company are sanguine in their expectations that their road will prove a highly successful and profitable one.

For the American Railroad Journal.

The Hudson River railroad seems not to have met the public expectation. It opened under very flattering auspices so far as a rapid trip was concerned. The Press took up the description and scattered it broad cast that this road was to be run with a rapidity unexampled in this country. Of course, railroad men who had been used to such things, looked upon all this, as promising pretty largely, and they could not fail to see the great difficulty there would be in meeting such high expectations. Preliminary calculations are very delusive. In no branch are they more so, than in the railroad. One hundred and fifty miles of railroad is a very substantial matter, and if the thing is to be so managed as to fairly save the public and properly to regard the rights of the proprietors there must be thorough experience, devoted service, a sound system, good discipline and firm purpose.—All these are essential. It cannot be worked upon any fanciful theory; nor upon any daily changing legislation. It is a business upon which the soundest conclusions, are reached by averages, upon its own best working.

It will be the duty of the Directors of this company, to consider what are the proper distinctions between the legislative and the executive departments of the railroad, and to properly regard such distinctions. When these are clearly understood, and properly maintained, this road may be more successful. It is a matter of well grounded doubt, whether the directors of a company can successfully manage a railroad by resolutions. They must select an able executive officer, one in whose experience, sound judgment, and unflinching firmness they can rely, and then hold him responsible for the sound working of the whole matter. It must be a discipline quite as strict as that of the army, or on shipboard, that can alone sustain the railroad, if this is consistent with a management by resolutions of boards of Directors, very well; if it is not, then the board will come to the conclusion to hold the executive officer responsible to them, and leave to him the exclusive control of his subordinates.—

These suggestions are made, because it is sometimes said, that this company through its direction are managing all the details of the operations of the road.

A board of directors which attempts to follow the advice of every one who complains, will have business enough. There is a morbid sentiment too prevalent in the public mind, that the railway must be worked to suit everybody, no matter how conspicuous may be their demands. Men walk upon the tracks and get killed, and there is rung through the country "another railroad accident."—They attempt to steal their passages over the railroad, and when put off, the sympathies of juries are appealed to against corporations.

This sentiment is so general, that a verdict in favor of a railroad company would be a wonder. How is all this to be corrected? How is the public mind to be set right? Can it be by bending in the direction of an imagined public sentiment one way at one time, and in a contrary direction at another. Can it be by promising to the public very high speed, concealing, or being ignorant of the fact, that this can only be attained at measurable hazard? Can it be by the practice of the system on which goods are sold, or on that other, by which politicians succeed? There may be some affinity between these systems, but they are illy applicable to the railroad. The questions of velocity of motion, of momentum, of the structure and fibre of material are those of solid, hard fact. They do not depend upon the favorable feeling of this or that set of men, or of this or of that interest. Better meet questions fairly. The traveller cannot be carried 40 miles an hour as safely as he can be carried 20 in the same time. He cannot be carried as cheaply at the former speed as he can at the latter. If he will go at the high rate, tell him there is hazard in it as there really is. Make him pay for it as he really ought to, and when honestly appealed to will be willing to do.

These are the difficulties of the Hudson River railroad. The public has been allowed to expect too much. Forty miles an hour at one cent a mile, and everybody be pleased besides, is no easy matter.

Steamers on Lake Erie.

At the yard of Messrs. Bidwell, Banta & Co., there is now on the stocks, and will soon be ready to launch, two of the largest class steamers for Arthur Edwards, to run in connection with the Michigan Southern Railroad Co., between Buffalo and Monroe. Their dimensions are:

Length of keel.....302 feet.
Depth of hold.....13 "
Breadth of Beam over all.....64 "
1,200 tons burthen.

They are of beautiful model, will be propelled with low pressure beam engines of great power.

They will be out early in the season, and it is expected, for beauty and speed, they will out-strip anything yet put afloat. One of them is to be under the command of Capt. R. Wagstaff, and the other Capt. A. D. Perkins.

New Hampshire.

Wilton Railroad.—Directors for the ensuing year—Daniel Abbott, President; Joseph Greely, Zedediah Shattuck, and John Reed, Nashville; Wm. Ramadell, Milford; C. C. Boutwell, Hancock; and David Whiting, Wilton. I. Hunt, Treasurer, Charles Lovejoy, Clerk. A semi-annual dividend of 3 per cent on the capital stock was paid.

The Virginia Central Railroad.

In the report of Col. Garnett, Engineer of the Virginia and Tennessee railroad, to the stockholders of that company, a large share of his attention is devoted to the Central railroad.

It is to be regretted that the advice which he gives to our commercial towns, not to wage a war of rivalry with each other, should not have been made the rule of his conduct in relation to the other railroads of the State. If his zeal and energies had been confined to the building up of his own road, instead of the pulling down of others, his course would have been commendable; but the desire of his company to monopolize the business of the whole valley of the Ohio and Mississippi, has led to the commission of gross errors in relation to the Central line, most of which has been very ably exposed by Mr. Shaw in his letter which accompanies this.

He makes a comparison of distance, extent of road to be made, and grades. He works out a difference of seven miles in his favor, on a line of four hundred and sixty miles, by stating the distance from Richmond to Staunton four miles longer than it really is; and if he had erred to the same extent in setting down any of his distances too short, then the Central line would have the advantage in distance, (which I firmly believe it has,) on a final location.

There is an entire omission of the subject of curvature, an obstacle to the power of the locomotive, quite as formidable as that of grades. It will be seen that Mr. Shaw has triumphantly vindicated the line from Covington to the Ohio, from the attack on the subject of grades, and from what I have heard, an expose of the curves on the Virginia and Tennessee line will develop for the Central line a decided advantage on that point also.

But suppose the Virginia and Tennessee line did have the advantage in grades and curves, or even a few miles in distance, all of which I think is the reverse, can it be possible that the great interests of Central Virginia, commercial, mineral, and agricultural, are to be sacrificed to such trifling considerations? I presume the Legislature of Virginia will enquire how these important interests are to be subserved—that it will not be a mere question, how the foreign trade and travel are to be passed through the State to a foreign market. I think, however, even that also can be better done over the Central line, at the same time that larger interests in the State will be benefited.

Mr. Shaw has shown that Richmond will be far more interested in the Central line, than the Southwest line, as the trade from the Virginia and Tennessee road is likely to go to Norfolk. Is Alexandria altogether to be overlooked? Are the Manassas Gap, and Orange and Alexandria railroads both to be abandoned?

But let us return to the subject of distance, and the excess of new road to be made on the Central railroad line. To my great surprise, Col. Garnett puts it down at ninety-two and three-fourth miles (92½ miles.) How is this startling result arrived at? He says "the stock is already provided, and a large portion of the work is done for a road from Richmond to Christiansburg, within seventy-seven and a fourth miles of the mouth of the Greenbrier," and proceeds to say: "Suppose the Central road to be completed to a point 16 miles west of Charlottesville, this is within 170 miles of the mouth of the Greenbrier." Have the Virginia and Tennessee company really funds enough in hand to complete and equip their road to Christiansburg? Of course we presume so, if that is what Col. G. means to say. But as to the Southside railroad, I am confident he is mistaken. I have been informed that they have to provide for 30 or 40 miles next to Lynchburg, embracing some very serious difficulties in making a connexion.

The limitation of the means of the Central railroad company for completing their road "to a point 16 miles west of Charlottesville," is calculated to excite great astonishment.

The road is all under contract to Staunton, and so far progressed to completion, that it is expected to be in operation to that place in the next year, with the aid of a short portage over the Blue Ridge at the Tunnel, and for this extent of work, the company is amply provided by the means in hand, or reliable subscription. The stockholders at their

last meeting, considered that they were justified in placing 35 miles beyond Staunton under contract, and accordingly the work is advertised to be let for that distance on the 18th instant, which is half way to Covington. It is very strange that Col. Garnett should have overlooked these facts, and have located the Central road as completed only "sixteen miles west of Charlottesville."

Mr. Shaw, in his letter which accompanies this, makes it appear that there is but 4½ miles in favor of the Virginia and Tennessee road, and the Engineer having charge of the location between Staunton and Covington, expects to reduce the distance below what is now estimated. Very respectfully,

E. FONTAINE,

President Va., Central Railroad Company.
December 15th, 1851.

CHARLOTTESVILLE, Dec. 13, 1851.

Col. E. Fontaine:

DEAR SIR:—I have just been favored for the first time with a look at the entire report of Col. Garnett, on the Virginia and Tennessee railroad. It contains some erroneous statements, which it is important, for the interests of the Central road, should be corrected.

The first is but a small matter, but, nevertheless, might as well be corrected at once.

The distances from the mouth of Greenbrier by my surveys, and those for the Central road, are as follows:

From the mouth of Greenbrier to Covington.....	76 miles.
From Covington to Staunton.....	70 miles.
From Staunton to Richmond.....	136 miles.
	282 miles.

By Mr. Garnett's own statement, on which the estimated distance from Lynchburg to Richmond is no doubt the shortest possible, as is mine from Staunton to Covington, the distance from the mouth of Greenbrier to Richmond is 278½ miles, making a difference of 4½ miles only in favor of the Virginia and Tennessee railroad.

In the paragraph which follows the comparison of measured distances, as well as in a former one, he admits the ruling grades on the Virginia and Tennessee road to be 60 feet per mile rising eastward, and 68 feet per mile falling in that direction; and then rather hastily assumes the ruling gradient on the Staunton and Covington road to be 105 feet per mile both ways. As you have no such grades on your road, it is but fair to presume that allusion is here made to the transit of the Allegheny, on the proposed Covington and Ohio railroad. Here, however, I take issue with him.

Mr. Garnett very well knows that obstacles to railway transportation, where collected into a very short space, are much less formidable than if diffused over the whole extent of the road. Can he not see the great difference between a single five mile gradient of 105 feet to the mile, and 5 gradients of 1 mile, each having the same rate of grade, but dispersed to sundry points of the road?

The latter system would require five assistant engines, each of them standing with steam up idle four-fifths of the time, while the former system would require but one assistant engine, which would be at full work and do as much as the five.

A gradient is not called the ruling gradient except it limit (or rule) the load to be transported.—If grades are distributed as in the latter system, and assistant power is not employed upon them, then they may with propriety be called the ruling gradients; but where a single heavy grade occurs on any line of road, and spare power is provided to overcome it, it is an Exceptional Gradient; and the more active the trade the more profitable are such gradients, as all tractions of labor are thus husbanded. On the Covington and Ohio railroad, between the mouth of Greenbrier and the town of Covington, the ruling grade going eastward is 40 feet per mile, and westward 50 per mile. Leaving the exceptional gradient at the seven-mile pass of the Allegheny to be discussed hereafter, we will compare the Covington and Ohio with the Virginia and Tennessee road.

Taking Col. Garnett's own table of the performance of a given engine on grades of 60 and 40 feet respectively, the weight transported will, on the

latter, be 202 tons, while on the former it will be but 144 tons.

Grades of forty feet then require but seven-tenths of the power requisite on grades of 60 feet, or, what is plainer, locomotives on the first system of ruling grades will do the work of 10 such engines on the latter.

As for the exceptional gradient of 105 feet per mile, its value as an obstacle is easily computed.

Col. Garnett speaks in the paragraph just preceeding his tables of power, of applying, in a comparison of the Baltimore and Ohio with the Virginia and Tennessee road, "the rule generally used for assigning to a certain amount of ascents and descents, on a road, their equivalent in distance."

The rule of Messrs Latrobe and Knight is to divide the sum of the ascents and descents by 52.8-10, the quotient giving the number of equivalent miles of level grade.

My report of last year announces another, and I think a more philosophic rule, too long to repeat.

The Allegheny inclines are 5 miles of 105 feet per mile ascending from the east, and 2 miles of 92.8-10 feet per mile descending towards the west. Equating the grades both eastward and westward, by my own rule, the average equated excess of distance will be 14½ miles. By the rule of Latrobe and Knight the equivalent excess of distances will be 13.56-100 miles. If now we suppose this same mountain to have been graded with Col. Garnett's gradients, 5 miles at 68 feet per mile on the east side, and 2 miles of 60 feet per mile on the west, and if we again apply both rules to an equation of the grades, the equivalent excess of distance by my own rule will be 8 miles, and by that of the other engineers 8.7-10 miles.

The advantage then at that mountain of Col. Garnett's system of gradients over the one adopted, would be 6½ miles by my own rule, and 4½ by that of Messrs. Latrobe and Knight.

The high exceptional gradients then at that point give to the general system of Col. Garnett an advantage at most equal to but 6½ miles of distance. On the other side, I claim for the Covington and Ohio railroad the advantage of being able to transport on all other points of its line, nearly 50 per cent more, with the same power, than can be done on the Virginia and Tennessee road.

Col. Garnett will probably endeavor to get rid of this difficulty by asserting, that the comparison must be made throughout, from the mouth of Greenbrier to Richmond. This I would be very glad if he would do by a comparison of profiles on the entire of both routes, and equating the grades throughout. Of the 283 miles, from the mouth of Greenbrier to Richmond, there are but 100 miles altogether which do not occupy very level ridges or gentle river bottoms. Whatever advantage might result to the Southside connection from the goodness of the grades on the Southside railroad near Richmond, will be lost on all the frequent undulations of the Virginia and Tennessee road at the west end, and in the occurrence of 50 feet gradients adverse to the heavy trade on the Danville road on approaching Richmond, after it crosses the Southside road. At Covington, however, all the heavy tonnage will have an opportunity to take the canal, with the important advantage of water transportation for 90 miles more than the same tonnage if conveyed to Lynchburg on the Virginia and Tennessee road.

It will not do, however, to permit Col. Garnett to deceive himself with the expectation that Richmond can be made a point in the through transit of passengers from the great west. As soon expect them to go around by the North Pole.

The Central road could command the whole western travelling towards the seat of the General Government as far as Gordonsville (394 miles) but no further. Thence it must pass on to the Orange and Alexandria railroad by a route 70 miles shorter in measured distance, than by the Virginia and Tennessee railroad through Richmond. In equated distance the difference would, I am persuaded, be greater.

As Col. Garnett seems to concede the propriety of this mode of comparing routes, and as it has elsewhere been stated that the distance, via the Parkersburg and the Baltimore and Ohio railroad, is but 580 miles to Baltimore, while by way of the

Central railroad and Richmond it is 760 miles, it becomes worth while to examine that argument.

If the grades on the Baltimore and Ohio railroad be equated from the north branch of Potomac to the western base of the Laurel Mountain, and the same be done at the Single Summit, existing at the Alleghany Mountain on the Covington and Ohio railroad, there is an excess of equated distance in favor of the latter road, of 60 miles. To this add the 70 miles cut off from the Richmond route at Gordonsville, and the 180 miles advantage of the Baltimore road will be reduced to 50. My own knowledge of the country to be traversed by the Parkersburg branch enables me to assure you that an equation of grades would much more than annihilate that difference. Thus from Cincinnati to Baltimore, the shortest route would be by the Central road.

The substitution of the Virginia and Tennessee, and its branch down New river, for the Central road, must have the certain effect of directing the whole western travel to the Baltimore road, and the branch of the Virginia and Tennessee to the Ohio will have been made in vain. On the other hand exists the certainty that the Central road could command that travelling, and that the profits derived from it would greatly reduce the cost of tonnage traffic to Richmond, and enlarge the sphere of its inland commerce.

By the Virginia and Tennessee railroad the trade of the Southside and James river, and whatever trade it can command, is doomed eventually to pass by Richmond and take shipping at City Point or Norfolk.

From Burke's to City Point by the Southside railroad there will be no grade adverse to the preponderating traffic exceeding 15 feet per mile, while from the same point via the Danville road to Richmond are adverse grades of 50 feet per mile. The distance, moreover, from Burke's to the deep water of the James at City Point is no greater than from Burke's to Richmond, leaving it scarcely a matter of doubt that the trade would eventually take shipping there. Does not the Southside railroad, moreover, cross the Danville below grade, thus creating an additional obstacle in the trade of Richmond?

It is important to Richmond to prosecute the Central road as a means of diverting the trade of the west from such a destiny.

The prospect of a railway to the deep water of York river must be resumed. A place would then spring up which would be the Piræus of Richmond, and would confer on it advantages unknown to any other southern city. I subjoin some statements in confirmation of this:

From Staunton to Baltimore via Winchester.....	218 Miles.
From Staunton to Baltimore by Alexandria.....	196 "
From Staunton to Richmond, 136 mls }	
From thence to York River, 40 mls }	176 "
From Baltimore to Capes of Virginia.....	200 "
From York river to Capes.....	60 "
From Staunton to the Capes of Va. via Winchester.....	418 "
From Staunton to York river via Richmond.....	236 "
Excess in favor of Richmond over Baltimore.....	182 "
Excess in favor of Richmond over Alexandria.....	114 "

The execution of the York River railroad will forever preclude all the danger of the tonnage traffic leaving the Central road at Staunton for Baltimore, or even at Gordonsville for Alexandria as a point on York river approachable by vessels of any burden, lies from one or two days sail nearer to the continent of Europe, as well as nearer to the Western States of the Union.

It belongs to yourself to defend your road from Mr. Garnett's charge of being only a local road, and terminating 16 miles west of this place. I have seen the work in progress, nearly all the way to Staunton, and seen a notice that you intend next Thursday, to let the grading and masonry 30 miles beyond that point—as well as by a recent resolution, it is to be laid with the heavy rail through-

out. Such things are however easily ignored, when it suits one's interest to overlook them.

The lateness of the hour obliges me to close, as I cannot otherwise put you in possession of these reflections, without more delay than would be advisable, while the mind of the public is abused with the peculiar reasonings of Col. G.'s report.

I remain your obedient servant

CHARLES B. SHAW.

New York and Erie Railroad.

REPORT.

To the Stockholders of the New York and Erie Railroad Company:

The board of directors have the satisfaction of congratulating the stockholders upon the opening of the entire line of the Erie railway, since the date of their last report.

On the 22d of April, the first train of cars containing the officers of the road, passed over the line from Piermont to Dunkirk; and on the 15th of May the event was celebrated at the latter place, honored by the attendance of the President of the United States and a portion of his Cabinet, and a large number of other distinguished guests.

Thus, within the period prescribed by law, without asking any indulgence or special legislation from the State, the board have complied with the requirements of the act of 1845, and the State lien of three millions of dollars has been cancelled and extinguished.

The road was opened for travel in the middle of May, but was not in effective operation until the latter part of the succeeding month.

Since the opening of the road, there have been added to it as lateral roads or feeders, the Canandaigua and Corning, connecting with the Chemung at Jefferson, 45 miles. The Lackawanna and Western, connecting at Great Bend, 50 miles. The Buffalo and State Line road, and the Erie and North East road, connecting at Dunkirk, 46 miles. Total of connections, 141 miles; and there is now under way, and in immediate course of completion, the Buffalo and New York City road, 90 miles; the Conhocton Valley (133 miles), 52 will be in operation in April. Total of connections to be brought into use, before and during the spring, 142 miles—giving as a total, 283 miles of railroad connections or feeders, pouring into the Erie the freight and passengers contiguous to the country through which they pass, and of other roads which they themselves intersect, or of which they are continuations. In reference to the projected roads alluded to in former reports, all of them are in a state of progress, but may not be finished during the year.

The estimates of the board of the earnings of the road for 1851 have been exceeded, while the cost of running has fallen within the estimate.

The receipts of the road for 1851 are as follows:

January	\$144,909 30
February.....	125,105 20
March	163,400 99
April	189,149 51
May	174,345 12
June	224,722 44
July	228,460 33
August.....	263,964 13
September.....	306,868 96
October.....	356,563 91
November	299,420 40
December, est.....	300,000 00

\$2,776,919 59

The estimate, see last years report.. 2,771,333 00

5,586 59

The estimated expen. were 1,385,667

They will be, estimating November and December, including ferries and steamboat service on Lake Erie. 1,377,977

7,690 00

Excess over the estimate..... 13,976 59

The cost of the road when completed to Lake Erie, was estimated in the last report at about..... \$20,500,000

It is ascertained to be..... 23,580,000

Excess over estimate..... 3,080,000

An explanation of this discrepancy is due, and the board having nothing to conceal, desire to make it. The engineers in submitting their report to the directors for constructing the road from Hornellsville to Dunkirk, western division, estimated the cost for building 128 miles at \$2,123,289, and for right of way \$50,000. It proved on final settlement of accounts to be \$3,526,657 38.

Difference	\$1,353,368 38
The convertible bonds issued last spring for \$3,500,000, sold at 90 per cent, making a difference of	350,000 00
Locomotives and cars over estimate	500,000 00
Buildings in New York	90,000 00
Wharves and buildings in Dunkirk	109,000 00
Fences built during 1851, 300 miles	200,000 00
Subscription to Buffalo and State Line road	250,000 00
	<u>2,852,368 38</u>

The chief part of the discrepancy is accounted for, however, by the company's being obliged, in order to get the road through in time, to incur increased expense, in driving the work day and night amid frost and snow; in being compelled to assume work which the contractors were unable to perform; and in the heavy expense attending the transportation of materials for the superstructure. The propriety or policy of doing in one year what it has taken other roads two or three to accomplish, will not be doubted when it is considered that the loss of interest alone would be 14 per cent, to say nothing of having two years' benefit of earnings to the treasury. The total cost of the Erie railroad, including 60 miles of double track, sidings and turnouts, wharves, locomotives, cars, stations and property of every description (excepting \$250,000 Buffalo and State Line stock) is \$50,172 per mile, or, exclusive of engines, cars, steamers, stations, etc., \$43,333 per mile. Although this is more than the directors hoped and believed it would be, it is still about the average cost of all the railways in the State of Massachusetts, which by last year's report was stated at \$49,573 43 per mile, and within the cost of nearly all the following, viz:

	Per mile.
The cost of the Western railroad was	\$69,190
" Old Colony	50,961
" Fitchburg	53,498
" Eastern	53,882
" Cheshire	51,088
" Boston and Worcester	71,175
" Boston and Providence	64,457
" Boston and Maine	47,659
" Boston and Lowell	72,060

and less than the average cost of many of the important roads of this State.

The company have leased from the corporation of the city of New York, the square at the foot of Duane street, on which they have erected a large block of buildings, in a portion of which their offices are now located. The whole building will in a few years be required for their business. These buildings cost, including fixtures, about 80,000 dollars.

But it is not the intention of the directors to solicit forbearance of censure, if any is deserved; they acted up to their best judgment and ability, and, under the circumstances, would not act differently were it to be done over.

The present floating debt of the company is 3,080,000 dollars; it has not been increased since October, when it reached its maximum.

To pay this floating debt, and to aid in building 100 miles of double track from Great Bend westward, the company propose to issue bonds payable in ten years (the remaining unissued stock, 4,500,000, being as yet unavailable) convertible into stock, and bearing 7 per cent interest.

The portion of double track which the company propose to build is of easy grade and construction, and can be built at the rate of about ten thousand dollars per mile; and is imperatively required by the increasing business of the road.

The directors are able to state to the stockholders that for the construction of the 100 miles of double track, they can make available, and on terms advantageous to the company, a sufficient portion of the capital stock to insure its immediate completion.

The security for the payment of all the company's obligations, and all the money they propose to borrow, is ample and indisputable.

The company owns 465 miles of railroad. Cost	20,150,163 56
132 locomotives	Cost 1,118,152 96
72 passenger cars	178,290 84
1505 freight and emigrant	864,986 44
4 barges	16,249 87
2 steamboats	101,154 11
Depots	382,868 03
Water stations	129,094 80
3 machine shops	136,248 01
Machinery in do.	59,133 00
Duane st. pier	10,426 69
Buildings & depot, West street	80,667 37
Wood on hand	154,750 00
Materials on hand	197,824 32
Telegraph, cash on hand and debts due	170,000 00
	<u>3,599,836 44</u>
Stock Buffalo and State Line road	250,000 00

Total	24,000,000 00
Bonds already issued	14,500,000
Proposed issue	3,500,000
	<u>18,000,000 00</u>

Stock issued	\$6,000,000 00
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Thus taking the road and its appurtenances at cost, there is a security of the whole issued capital stock to meet any contingencies, but in fact there is the security of a road that, in the first six months of its operation, has earned an interest at the rate of over ten per cent per annum on its entire cost.

It will be observed there is no estimate for depreciation of property. There is none. The whole line of the road is in better order and condition than it has been at any time, and vastly counterbalances the wear and tear of locomotives, cars, depots and piers combined.

Some apprehensions existed in the minds of those who were not informed on the subject, in regard to the harbor of Dunkirk. The directors are happy to inform the stockholders that the steamers running in connection with the road, have not failed in entering the harbor in a single instance, and the depth of water is sufficient for the largest steamers on the lakes; and with an appropriation of \$50,000 by the general government, and an extension of the company's pier and wharf, already demanded, it will be as competent and safe as any harbor on Lake Erie.

At the time of making our last report, measures were in progress by individuals, friends of the N. York and Erie railroad, to build an independent line of railroad from Dunkirk to the State line of Pennsylvania, to prevent the partial or total diversion of the trade of the great west to another road along the lake shore. To obviate the consequences of two rival and parallel lines, a compromise was subsequently agreed upon, and the two rival interests were united, and this company agreed to join in building a neutral road, to subserve the interest of both, and for that purpose have furnished \$250,000.

The total amount of double track, sidings and turnouts on the main line, and Newburgh branch, is 60 miles, of which 20 miles have been laid down this year.

The transportation expenses of working the road, it will be seen, are forty-eight per cent, and the directors confidently expect to reduce them below this sum in future. The construction of the proposed double track, will materially aid in accomplishing this result.

In estimating the receipts of the road in the report of last year, the earnings of 1852 were put down at \$3,735,198. The results for the past six months justify the directors in raising the estimate to \$4,000,000. Deduct running expenses, 48 per cent, \$1,920,000, and it leaves \$2,080,000 to pay interest on \$18,000,000 of bonds, at 7 per cent, \$1,260,000; and a balance of \$820,000 for dividend on stock, equal to 13 per cent.

The directors have declared a dividend of 4 per cent on the capital stock, out of the net earnings of the last six months, payable on and after the 12th day of January next; and they deem it proper to

publish the report of the committee on which they have declared this dividend. It is appended to the report. It requires no comment or explanation, and they have only to remark, that sanguine as have been their expectations with regard to the great public utility of the work, to the city, to the state, and to the whole country, and in its present and prospective value to the stockholders, they have been in no wise disappointed. Their hopes have never been brighter nor their faith stronger than now, and in the judgment of the board the entire and complete success of the New York and Erie railroad has ceased to become, if it ever was, a problem.

The directors are happy in congratulating the stockholders, creditors and friends of the road, on the auspicious result of this great enterprise thus far developed. However much they may have fallen short in their estimate of the cost of construction, they have not fallen short in their estimate of its importance and of its profitable returns. They feel a degree of satisfaction which almost compensates them for the anxiety, labor and pecuniary responsibility to which they have been subjected, but they have held on in full faith in the work itself. Had they imagined in the outset the amount of labor, anxiety and inconvenience, and, in some instances, abuse, they would have to encounter, they would have shrunk back from the task; but the stockholders have sustained them by their confidence, the public have cheered them by their support, and the press have stood by them manfully in the struggle, and they have given to the Empire State the Empire road. The directors feel that it is an honor to have been connected with its construction, and they have the satisfaction of knowing that they have earned the confidence and support which has been so generously extended to them.

By order of the board of directors.

NATHANIEL MARSH, Secretary.

New York, December 24, 1851.

REPORT OF COMMITTEE ON DIVIDEND.

The committee appointed to examine the affairs of the company for the past six months, with reference to a dividend on capital stock, in January next, report:

RECEIPTS.

1851—July	\$228,460
August	263,964
September	306,888
October	356,553
November	299,420
December, est.	300,000
	<u>1,755,285</u>

EXPENSES.

1851—July	\$120,545
August	110,475
September	117,636
October	135,000
November, est.	125,000
December, est.	130,000
	<u>738,656</u>

Expenses Lake Erie Steamers	90,000
	<u>828,656</u>

Deduct 6 months' expenses general office	9,600
	<u>96,629</u>

Net revenue	917,029
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INTEREST TO PAY.

\$3,000,000 first mortgage bonds	105,000
4,000,000 second "	140,000
3,500,000 income bonds	122,500
3,500,000 convertible bonds	122,500
500,000 certificates	17,500
Interest on floating debt	97,222
	<u>604,722</u>

Balance for dividend	312,307
\$6,000,000 stock, four per cent, dividend would be	240,000
	<u>552,307</u>

Balance unapplied	\$72,307
\$580,000 for locomotives not included in floating debt	

Submitted December 20, 1851.

CHAS. M. LEUPP,
C. SMITH,
DANIEL S. MILLER, } Committee.

Ohio.

Columbus, Urbana and Piqua Railroad.—We give below an account of the above road, copied from the Ohio State Journal, the Editor of which has the best possible means, from personal observation, of knowing the condition and prospects of this road.

We are gratified in being able to state that this road, alike important to our city and all Central Ohio, is, under the supervision of its efficient directors, making rapid progress to completion. Active operations for the construction of this road were commenced only some eighteen months past. During that time, it will be remembered, owing to a variety of causes, it has been difficult, in almost every part of the State, to obtain subscriptions to Railroads. Apprehensions, in which we confess we have not fully participated, have been entertained by many persons, that the number of projected Railroad enterprises was great, that few, if any, would prove to be profitable investments, and that serious consequences, in various forms, would result from their prosecution. Be this as it may, neither the croaking nor the fears of this class of persons have, so far as we know, been directed against the Columbus, Piqua and Indiana road, or if so directed have they had any effect on its progress. Its career from the start has been eminently prosperous. Passing through a country of unsurpassed fertility, embracing within its immediate sphere of influence nearly one-tenth part of the entire population of the State, and more than that proportion of the taxable property of the State, intersecting on its line and connecting at either terminus with important channels of trade, as well Railroad as Canal, its merits have been so obvious, and the prospective value of its stock so certain, that it early secured and has constantly retained the confidence of all whose interests are in any way connected with the country through which it passes. So vigorous is this enterprise being prosecuted that we have every reason to expect the entire line to be ready for the iron by September next. Indeed we do not see how it can be otherwise. To that end, we are assured, the most determined efforts are being made. Contracts for all the earth-work and masonry have been entered into, and the contractors are pushing the work with the most encouraging energy. Contracts too for a large portion of the ties, which we are glad to learn are to be of the most durable material, have been concluded, and the bridging, if not already let, will be contracted for within a few days. But more than this. We have just learned, from an authentic source, that contracts have been closed for the purchase of all the locomotives required for commencing the business of the road, at the lowest cash prices, to be paid for in the Company's bonds at their par value. From this brief exhibit of the affairs of the Company, it will be seen that nothing remains to secure the speedy completion of the road, but the procuring the necessary iron, and a small part of the rolling machinery. To obtain these active efforts are now being made by the directors. We cannot doubt their early success. The financial resources of the company, as shown by a recently published statement of its President, furnishes the most satisfactory assurances of its ability to promptly meet all engagements necessary to be entered into for purchase of iron, etc. Indeed we doubt if any similar enterprise in the Western States ever offered ampler guaranties for the payment of its liabilities than does this company present for securing the bonds we learn it proposes to issue for the rail and machinery necessary for the road. The road is wholly unincumbered from liens of any sort; the company owns, for depot and other purposes, a large amount of valuable real estate, and means, in the form of money and reliable subscription, corporation and individual, are provided for preparing the entire line for the iron, and as the company have determined not to charge the road with any lien except as a security for the bonds to be issued for the iron and machinery, we repeat we have no doubt they will soon be procured, and that within a short time, say eighteen months at the farthest, the road will be finished, and the capitals of Ohio and Indiana be connected by a continuous first-class Railway. That will be a cheering epoch in

the history of our rapidly growing and prosperous city. May success attend the road.

Ohio.

Railroad Convention.—A delegate convention, representing sundry railroad interests, in Eastern Ohio, from Warren to Marietta inclusive, was held in Steubenville on the 11th ult., for the purpose of consulting in reference to connecting the Cleveland and Wellsville railroad with the Baltimore and Ohio road at Wheeling. The convention was large and respectable, and the proceedings were characterized with great unanimity. It was, among other things,

Resolved, That it is expedient to construct said road from Wellsville to Bridgeport on the Ohio river, at the earliest possible day.

The following resolution was offered, and adopted:—

Resolved, That the completion of the Ohio river chain of railway, by which the great bends of the Ohio river, in the State of Pennsylvania, Virginia, Ohio and Kentucky, will be cut off by the continuation of the "Marietta and Cincinnati railroad" to Wheeling, with a view there to connect with the city of Philadelphia, is a project of the first magnitude and importance to the city of Philadelphia, as well as to the Great Central Pennsylvania railroad, and merits the cordial co-operation and aid of each, inasmuch as it is an extension of the shortest and most direct railroad communication between the interior of the States of Kentucky and Tennessee, and the city of Philadelphia, by means of which the trade and travel of these States destined to that city will be brought to the Pennsylvania railroads, adding immensely to their revenues, otherwise taking a more Southern and longer route from the Ohio river to the Atlantic coast.

Railroads in the Provinces.

A meeting was recently held at St. John, New Brunswick, to take into consideration the subject of the proposed roads in the Provinces, at which the following resolutions were passed:—

Resolved, That this meeting considers that a railroad undertaken commensurately with the means of the Provinces, and passing through districts promising the most traffic, and the least expenditure for construction, is indispensably requisite for the improvement and prosperity of New Brunswick.

Resolved, That it is the opinion of this meeting that the route of a railroad from Halifax to Quebec, through the Valley of St. John, presents the best prospect of advantages both as respects remuneration and general convenience, and that no other route should be entertained by the Legislature.

Resolved, That it is the opinion of this meeting that Mr. Howe's railway scheme, by which, as it is understood the people of this Province will be called upon at their own risk to construct 217 miles of the Halifax and Quebec railway, by way of the north shore, presents no reasonable prospect of paying a fair rate of interest on the investment required, nor of affording either directly or indirectly any adequate benefit to the Province generally; and further that it is the opinion of this meeting, that railroads in this Province should not be undertaken by the Government.

Resolved, That in the opinion of this meeting any Representative of the City or County of St. John, who shall advocate the construction of the Halifax and Quebec railroad by way of the north shore, will in so doing be acting adversely to the general interests of the Province.

The meeting was well attended, and we believe that there is a probability that the ground assumed will be sanctioned, when the Provinces come to act. The change proposed, converts Mr. Howe's scheme from an impracticable into a practicable, and perhaps into a paying line.

The true question for the Provinces to ask themselves is this, what route would business men adopt, who should undertake the road as a matter of investment? No other route can safely be ta-

ken, nor are the Provinces justified in entertaining any scheme that practical men would not undertake and carry through, had they the means.

Progress of our Railroads.

In another column we give the number of miles of railroad in operation and progress in the U. S. We see no probability of any abatement in new projects. The railroad is to become the common highway for the farmer, as well as the manufacturer, and merchant. No well settled portion of the country will remain contented without the conveniences that they afford. No State is yet fully supplied with them. Connecticut, which bids fair to have the greatest extent of line in proportion to her area, is prosecuting new work with energy and vigor, which, when completed, will make her a perfect net work of railroads. At the same ratio per square mile, Virginia should now have 9000 miles of railroad in operation within her borders. As it is, Connecticut with 4000 square miles of territory, is far ahead of Virginia, with 65,000! The construction of railroads will never cease so long as any portion of our country is not well accommodated in this respect.

At the present time New York stands far ahead of all her sister States in extent of line in operation. We believe however that she will in time be eclipsed by the Ohio. There is not much difference in the area of the two; but railroads are much more needed in the latter. Every portion of her territory is well adapted to cheap construction, which is not the case with New York. The former has a much more fertile soil, much greater mineral resources, and is capable of sustaining a much denser population. But both Ohio and New York may in the end be compelled to yield the palm to Illinois, in consequence of the greater extending territory of the latter, of her vast resources, in which she is not excelled by any State in the Union.

Alabama Legislature.

Internal Improvements.—Mr. Philips, from the committee on Internal Improvements, reported a bill to promote the prosperity of the people of Alabama, by developing the agricultural, mineral, manufacturing and commercial resources of the State. The bill provides for the following distribution of the State funds or credit:

\$10,000 for Geological Survey.

\$20,000 to remove obstructions in the Tombigbee river.

\$200,000 to the Gadsden and ——— railroad.

The Governor to endorse bonds to the amount of \$500,000 each, for the following roads:

Memphis and Charleston railroad.

Selma and Tennessee railroad.

Mobile and Ohio railroad.

Montgomery and Mobile railroad.

New Orleans.

It is well known the city of New Orleans is now making vigorous exertions to open Railway communication with the neighboring Southern and Western States. One of the most important of the proposed lines is the one through Mississippi to Nashville, Tennessee. For the purpose of securing the co-operation of the latter State, a delegation from New Orleans, headed by Hon. James Robb, recently visited Nashville, where he presented the objects of his mission, to the Legislature of the State, which is now in session. Below we give the substance of his remarks, copied from a Nashville paper.

Mr. James Robb, the chairman, and on behalf of the delegation, responded to this invitation, and on Tuesday evening, delivered, in the Hall of Repre-

representatives, an address that was characterised by good taste and very enlarged views on the subject of internal improvements, agriculture and manufactures, and which we are glad to perceive is awakening a wide-spread spirit of interest and enthusiasm in all the States of the Southwest.

Mr. Robb opened his remarks by thanking the Legislature for their courtesy and hospitality, on behalf of the delegation and the citizens of New Orleans, whose interests they were here to represent. He observed, and he felt that he was appearing before the people of Tennessee, in an attitude that was novel and embarrassing, that he came among us on behalf of his city, to invite the Legislature to grant a charter for a Railroad from Nashville to the State line, to connect with a road from New Orleans. That in making this request, he felt great humility in having to admit that New Orleans had not, at the present moment, even commenced her portion of this great work. Mr. Robb proceeded to explain some of the causes that had been operating to discourage enterprise in Louisiana—he alluded to the cession of the Territory in 1803, that we had found its inhabitants differing from us in language, laws, and customs, that they had been influenced in their progress by institutions and laws derived from Spain and France, laws only adapted to a colonial condition of government, and at variance with the genius and character of the American people. He paid a glowing tribute to the loyalty of the descendants of the French population to our government, and that while their history had furnished no memorials on an active enterprise and progress, that have distinguished other portions of the Union, they were not less patriotic in all their impulses, and less interested in such measures as would promote the prosperity and exalt the character of their State.

Mr. Robb alluded to the trammels imposed by laws now prevailing in Louisiana, and declared his convictions that the feeling now awakened among the people of the State, offered every assurance that these laws would speedily be amended and changed; he pledged himself that this reform would be immediate, and that the great work he advocated would be commenced and carried through to completion; and he urged on the Representatives of Tennessee to take him at his word, and come forward in the spirit of manliness and liberality that characterised their people, and grant the necessary charter, and aid to complete their portion of the work. He explained the great interest Tennessee had in making a Railroad connection with Louisiana; that it would open new and extensive markets for their mineral and agricultural products, and while her immense mines of iron were almost untouched, they would speedily, and under an enlarged system of Railroad enterprise, connecting her with the vast country lying South of her borders, be worked on the largest scale, and in time secure to the iron of Tennessee the exclusive supply of this valuable market. The agricultural capacities of the country, lying between Tennessee and the Gulf of Mexico, were on the largest scale, they only need the agency of Railroad communication to encourage a rapid development, and that in proportion to the increase of population and wealth in that region, Tennessee, more than any other State would be benefited, that she stood as a frontier barrier against competition.

Mr. Robb assumed that the progress of manufacturing would be encouraged by Railroads—that Louisiana and the country South of her borders furnished a market that was rich and valuable—that they would become the best customers of manufactures in Tennessee—he reviewed the fortunate location of the State, in climate, abundance and cheapness of provisions, that a manufacturing and industrious population would be attracted by these inducements, as soon as speedy communications were once established. He stated that manufacturing enterprise in the North had achieved wonders, that while the system had grown up under the patronage of government, and at our expense, it had nevertheless wrought public benefit, but that this benefit would be lost unless the South applied herself diligently in appropriating the skill it had brought into the country.

Manufacturing power in the North controlled every interest in the country, through its connections, and concentrated in the Northern cities a

complete domination over the capital, industry and commerce of the nation; that the South was a great tributary to this mighty power, and would ever remain so, unless they would profit by the example of the energy and enterprise of the North, and encourage within its own borders undertakings that are wise and useful. Mr. Robb spoke with energy of the necessity of overcoming the inertness that had characterised the policy of the past; and to do this, all personal and selfish calculations must be set aside, and every step made in the progress of a great and liberal system of internal improvement, would be an advance towards regaining power that we have lost, and one vital to our independence, politically and commercially. He stated that weakness had and would continue to invite aggression, and to curb this spirit we must stand a united people, united in every interest of life and pursuit—united in a policy that would make us respected; attach our citizens more closely to our institutions. By building up Railroads, and uniting the Eastern Valley of the Ohio and Mississippi with New Orleans, emigration and settlement west of Louisiana will advance rapidly, new States will be formed out of the extensive territory of Texas, of kindred sympathies and institutions that would restore the equilibrium in our National Councils, and become a powerful agent in preserving the blessings of our Union.

Mr. Robb appealed to the people of Tennessee, whether they would allow by their inaction that the transfer for all time to come of supremacy over Southern industry and commerce should be made to Northern cities, whether it was not time to arrest the power of such a mischievous and powerful monopoly, whether the building up of marts within Southern limits should not command their serious attention. He admitted such a policy would build up and aggrandize New Orleans; but New Orleans was common ground, the whole Southwest had a stake in her fortunes; that the brightest and most endearing page in the historical fame of Tennessee was a record of a brilliant achievement of her sons at New Orleans, that had won for them and the nation immortal renown and imperishable honors. He appealed to the associations of the past, the interests of the present, and the hopes of the future, to unite with New Orleans in building up this great national work—a work that would forever connect Tennessee and Louisiana in bonds of enduring and lasting alliance.

Mr. Robb assumed that railroad connection with the Gulf of Mexico and the Southwestern States, would, while building up internal commerce, promote direct importations. That merchants in Southern cities would no longer be deterred from embarking into this branch of commerce, when the difficulty of access to their customers would be overcome. That ships now trading between New Orleans and Europe, owing to insignificant imports, were compelled to pay the expenses of two voyages out of the freights of the outward one, but give to New Orleans a railroad connection that would bring her within twenty hours of the centre of your State, and this will all be changed, and the illusions that have and do prevail on the subject of our ability to import from the countries that consume our produce will be dispelled. Besides this advantage, the Southwest have an immense interest in our newly acquired territories of the Pacific. The rich and lucrative trade that would sooner or later grow up between the countries on its distant shores, and those of the Gulf of Mexico would open a new field of enterprise that will tend to enrich us in power if we but do our duty—but let it pass and be brought under the dominion of the North, and it will give new power to strengthen their supremacy and increase our weakness.

Mr. Robb concluded his remarks by stating that he did not come armed and fortified by figures to prove that Tennessee should make railroads—he came to urge in general terms a grave consideration of interests that were decaying, of power that was departing, and hoped that the day was not distant when there would be a liberation of the energies of the entire South, and that we would yet stand redeemed before the world in the display of an energy and an activity that would advance us in the great arts of modern progress and civilization.

We do not pretend to furnish anything like an accurate report of Mr. Robb's speech, which occu-

pled an hour and a half in the delivery. The views it presents are bold and patriotic, and such as should invite the serious consideration of our Representatives.

Kentucky.

The Great Railroad Case.—We published, a short time since, the decision of the Circuit Court of Mason county, Kentucky, sustaining the subscription made by that county, to the stock of the Maysville and Lexington Railroad. The case was carried, by the petitioners, to the Court of Appeals, where it has been argued, and now only wants the decision of that Court for its final disposition. It is a matter of vast importance, and from the general interest felt in the question, we publish below the arguments of Counsel. We shall give the decision as soon as it is made public. That it will sustain the subscription we have not a doubt. We are indebted for the Report of the Arguments to the Louisville Courier.

FRANKFORT, Dec. 18, 1851.

The argument in the great case of Slack et al., vs. the Maysville and Lexington Railroad Company was commenced on Tuesday, and closed on Thursday of this week. It was argued by the Hon. Ben Hardin and Hon. Thos. F. Marshall for Slack et al., and by Henry Waller, Esq., and Hon. Geo. Robertson, for the Company.

The charter of the company was approved March 4, 1850, and amendment February 17, 1851. The company was authorised, by giving a prescribed notice, to have an order from the county court of Mason providing for a vote of the people of the county on the proposition to subscribe \$150,000 to the capital stock; and in the event of a vote in its favor, it became the duty of the court to make the order of subscription, and provide for its payment by a direct tax, or by a loan, upon terms at its discretion. The vote resulted in favor of the proposition; the subscription was made, the bonds of the county were issued, delivered to and accepted by the company in payment of the subscription, and a tax levied to pay the interest. The petitioners filed a petition in equity, to enjoin the taxes assessed upon them; the Circuit Judge refused the prayer, and dismissed the petition, from which decision the petitioners appealed.

Mr. Hardin opened the argument for the appellants. He contended that the tax was unconstitutional, because it was local, and because the road was not of equal advantage to all the citizens of the county—that it was a work of State interest, and that the citizens of the smaller towns and of the western section of the county were remote from and not benefited by the road. He exhibited a diagram of the county, and referred to the vote of the different precincts to prove his position. The act of incorporation, he said, was inconsistent with the 36th section of the 2d article of the new constitution, which prohibited the Legislature from creating any debt on behalf of the Commonwealth, without providing for a tax to pay the principal and interest, and for a submission to the people of the State at the general election. This embraced county as well as State debts, as the intention was to prevent all public indebtedness. He referred to the debates of the Convention in proof.

Mr. Waller, in reply, argued that the amendment to the charter, passed subsequent to the promulgation of the present Constitution, was simply an explanatory act, regulating the details of the bonds, and attempted to confer no power to create a debt; that the original charter was passed before the adoption of the present constitution, and therefore is not subject to its provisions. The section relied on was not retrospective, but prospective, and could not interfere with a law, existing before the adoption of the new constitution and authorising a debt, even of the Commonwealth. As it was prospective, no existing law could be inconsistent with that section; and besides, the rights of corporate bodies were expressly protected by the first section of the schedule. The section, however, did not apply to any debts other than State debts.

It was so expressed, and as a prohibitory clause it was to be construed strictly. The debates in

convention related only to State debts; that was the evil complained of; county debts were not mentioned. The right of counties, under a law of the Legislature, to create county debts for local purposes had been sustained by the judiciary of the country, and was the established law when the convention met; if the intention had been to restrict the creation of such debts, the fundamental law would have been so written; it was not, and therefore the construction could not be maintained. It could be no county or corporation debt of any kind could be created, except by a vote of the whole people of the State at the general election.

The issues in the case were under the constitution of 1799. By that instrument all legislative power, reserved to the separate States, and which belonged to the people of Kentucky, was vested in the General Assembly, except only such as was expressly prohibited. The whole power of taxation passed to the Legislature by this grant, and there was no express limitation upon it. The spirit of the constitution simply required that taxation should be general and uniform. Absolute equality in the operation of taxation was impracticable.

A tax, in the sense of the constitution, is a common burden imposed upon a community, State or local for an object common to such community, according to a general rule, and to some ratio of equality, by a body responsible in some form to the people upon whom the burden rests. The exertion of this power does not conflict and is not inconsistent with the 12th section of the 10th article of the constitution which prohibits private property from being taken for public use without just compensation and the consent of the owner. The theory is, that in case of taxation, the owner who becomes the tax payer receives compensation through the benefits flowing from the application of the tax. The tax in this case is general and uniform upon the real and personal property of the local community. No man's property is exempt, the tax is *ad valorem*.

Although the Legislature cannot delegate any portion of its vested powers—that is of its general law-making sovereignty—yet it can confer by an act of incorporation, or by special statute, municipal and local powers to be exercised within the scope of the corporation, or the limits of the local community, for corporate or local purposes. This is not a delegation of the legislative power of the State. The act by which special or local powers are conferred, is itself the legislative power, which is *ipso facto*, exhausted for the occasion, and the special or local powers conferred by the act, is merely the operation of the law. The will of the Legislature is manifested and completed by the act; and this is altogether distinct from the execution of the power conferred by the law.

This was the principle of the case of *Rice vs. Foster*, 4 Harrington's Reports, which was relied on by the opposite counsel. The case declared conditional legislation constitutional; and local taxation by local authorities or communities, lawful. This was the doctrine of our own Court of Appeals, repeatedly adjudicated.

The Legislature having the right then to delegate the power of local taxation for local purposes, it followed as a consequence, in the absence of any constitutional prohibition, that it could create or select the agent or agents by whom the power should be exercised. In the unreported case of *Churchill vs. the Jefferson Pond Draining Company*, our court has declared constitutional a law of 1838, by which the inhabitants of a certain district marked out by the statute, within the county of Jefferson, were incorporated, and an annual tax not exceeding fifteen cents per acre imposed, for the purpose of draining the marshes and ponds of the district. Here the local tax was laid directly by the Legislature upon the local community, and the district within which it should operate defined.

By the general school law of 1838, the counties were ordered to be divided off into districts, and the people themselves within each district were authorized, in general meeting, to assess a tax upon the property and the heads of the inhabitants, by the vote of a majority. This act was declared constitutional, in 4 Ben. Monroe.

By the charter of the city of Lexington, a petition of the owners of the greater part of the ground fronting any square, authorized the City Council to

levy a tax upon all the owners of the lots fronting any street, for the purpose of improving it. This was decided constitutional, in 9 Dana, *City of Lexington vs. McQuillan's heirs*.

The charter of the Paris, Winchester and Kentucky River Turnpike Company, authorized the County Court to subscribe stock in the company to a large amount, and to levy a tax in payment. This is decided constitutional, in 11 Ben. Monroe.

The charter of the Louisville and Frankfort Railroad Company authorized the Mayor and Council of Louisville to submit to the voters of the city, a proposition to subscribe stock in said company. In case of a favorable vote, it was made the imperative duty, of the Mayor and Council to subscribe the stock voted, and to levy the tax. The money was to be expended outside the corporate limits, and along the line of the road to Frankfort. In an able and elaborate opinion of the Court of Appeals, 9 Ben. Monroe, Talbot vs. Dent, the charter was declared constitutional and valid.

The Maysville charter is copied from the Louisville charter, as to the vote and its mandatory obligation upon the local authorities.

The Legislature, in these two charters, conferred the power on the local authorities, and commanded them to exercise it upon the condition of a favorable popular vote. The limits upon the amounts to be subscribed, the requirement of a popular vote, and the fact that the burdens would fall upon those who voted them, were the securities thrown around the power by the Legislature. The privilege of a popular vote, was no grant of Legislative power to the people. There was no tendency to a pure democracy, as the law had passed through all the forms of the constitution, and been subjected to all the checks imposed by a republican government. The dangers of a democracy were hasty and impulsive legislation without any of the deliberation or safety arising from a division of the powers of government.

The county court was a body vested with ministerial functions by the constitution, and it was the creature of the Legislature so far as its jurisdiction was concerned. The Legislature could therefore use it as an agent, and require it to do what the Legislature determined was public and right. The delegation of a trust, to be executed, did not necessarily involve discretion in the trustee as to the terms and conditions of its execution; and the Legislature might properly say to the county court, "you shall levy the tax," as well as "you may levy the tax." The power of the Legislature was supreme over this subject.

In this case the subject of the tax was local. The road was to run through the county, and although it might confer general advantages upon the State, yet it conferred advantages peculiar to the counties which it traversed, and which did not attach to distant counties. The test was, the interest of the local community in the work, and not the territorial boundary. This was the doctrine in the case of Talbot vs. Dent, and in the Virginia, Connecticut and Tennessee cases.

The current of decisions on this subject was, without a single exception in any reported American case, uninterrupted and in favor of the power.

The disproportion or extent of interest amongst the citizens of the local community was not a judicial question, as decided by our own court.

Judge Robertson followed, and sustained and enforced by a general view, the positions taken by Mr. Waller. He explained the character and influence of the system of railroads upon the country at large, and its different sections, and demonstrated the propriety of such works being executed by the counties on the line. He examined critically the section relied on to bring the charter under the operation of the present constitution, and contended that it had no possible application; that the charter was beyond the reach of the new constitution, and that even if that constitution was to be the rule under which to construe the law, the section quoted had no application to this case. He considered the whole doctrine involved in the case as *res adjudicata*.

Mr. Marshall in conclusion, re-stated, expanded and pressed the argument of Mr. Hardin upon the application of the present constitution to the case. The great object of the 36th section was to protect the commonwealth, and all its subdivisions, the

people of the State and every portion of that people, from public debt, except with the restrictions therein imposed. The commonwealth of Kentucky was composed of the counties, cities and towns—the separate communities, all of them—within the borders of the State. Take away the parts, and there would be nothing left of the whole. The constitution did not intend to permit the Legislature to do by indirection what it could not do directly. If this power of creating debts for works of this description were allowed to the counties, the people of the State would be burdened with a debt far more enormous than any debt the Legislature would dare to impose directly, even if the restrictions of the 36th section were removed. Such a construction would enable the Legislature to shuffle off responsibly upon the counties, and enable them to do what the Legislature itself under the present constitution had not the power to do. This was dangerous in principle and ruinous in practice.

The amendment to the charter of the company was subsequently to the time when the new constitution was promulgated, and was therefore subject to it.

The charter of this company authorized the president and directors to give notice, and say when a vote should be taken, and what amount of subscription within the limit should be voted for. It was mandatory upon the county court, which was compelled to open the polls. The company, at their pleasure, had the right to call together the sovereign people of Mason county, and require them to vote upon a proposition to tax their lands and their property to an amount fixed by the will of a private corporation. No such power was ever granted before. It was monstrous. The Louisville charter gave no such privilege to that company. The Mayor and Council, and not the company, were authorized to give the notice to take the vote.

He would not argue against the opinions and previous decisions of the court, but contended that this case was distinguished from any other, and involved a surrender of the representative principle of the government. The county court was the local government. It was the true representative of the people for all local purposes, and the discretion as to the time, the amount, and the manner of the imposition of any tax should have been confided to them.

The Legislature had no right to delegate its law-making power in any case, or to any extent. He denied the principle totally. It was at war with the genius and structure of a republican government, and irreconcilable with the grand divisions of power entrusted by the constitution to the separate branches of the government. They were all distinct and neither branch had the right to exercise any power belonging to any other branch. If the Legislature could delegate its power, so could the Judiciary, and so could the Executive. The governor might select some agent to pardon a criminal, and the Judiciary might delegate its authority to any other body to determine a vexed question which it shrunk from deciding.

The Legislature might create a municipal or corporate body by statute. As soon as the law passed the body created was complete, and by virtue, not of the statute, but of immemorial usage and law, all the powers inherent in the nature of the organization attached to it. The term municipal was formed of two Latin words, *municipium*, a gift, and *capio*, to take; and a *municipality* meant the recipient of a gift; and free cities and towns, being invested by the sovereign power, with certain franchises peculiar to themselves, were called municipalities or municipal corporations. It originated in the Roman government, and was borne to England by the Roman invasion, and incorporated, along with the free principles of the Saxons, into the English constitution. Thus, after the lapse of time, it became the settled law, that when a charter was granted by the Crown or by Parliament, to any body of men for municipal franchises and powers, inherent in the idea of a municipality, spring into being and attached to the new creation, without any specific grant.

The idea of allowing a mob to legislate, to lay tax upon the property of the country, was destructive of every principle and barrier of a republican government. The laborers upon the road of this

company, could under this principle, control and vote away the rights and property of the free citizens of Mason, at the bidding of the president and directors.

He represented the minority of the people of Mason, who complained of an oppressive burden placed upon them by a majority against their consent. The minority had rights, law was made by the weak for their protection against the strong, and these rights would be invaded and this protection would be destroyed, should this charter be sustained.

Harrison Taylor, Esq., for the petitioners, and Hon. James Harlan for the company, filed briefs in the case.

It is expected that a decision will be rendered as soon as the other duties and business of the court will permit.

American Railroad Journal.

Saturday, January 3, 1853.

Stock and Money Market.

The money market for the present week has been stringent, owing rather to the fact, that the week covered the last of the old, and the commencement of the new year, than to an absolute scarcity of money. The expectation is now generally entertained that money must continue abundant for the balance of the winter, and through the spring months. Cotton now goes forward freely, which will furnish bills for remittances, and check the export of specie. The news from California continues to be of the most flattering character, and unless calculation is very much at fault, money must soon become reasonably abundant from all legitimate enterprises, at fair rates. We believe that our railroad companies will soon be able to negotiate their securities upon much more favorable terms than they have been able to do in some time past. And that with the opening of the season they will be able to move forward with the rapidity which has characterized their movement for two or three years past.

In another column will be found the report of the Erie railroad company. It certainly discloses an extraordinary state of affairs. We have no room for comment this week. The new loan asked for, will tend to relieve the market, as it will fund a floating debt already incurred.

The following is a statement of the amount of issue of government stocks, published by the Treasury Department:

	Amount.
Treasury Notes of 1842, interest included.....	\$116,716 79
Other Treasury notes.....	162,776 64
District Columbia debt.....	840,000 00
Sixes of 1842, redeemable Dec. 31, 1862.....	8,198,686 03
Fives of 1843, redeemable July 1, 1853.....	6,237,931 35
Sixes of 1846, redeemable Nov. 12, 1856.....	4,999,149 45
Sixes of 1847, redeemable Jan. 1, 1868.....	26,255,150 00
Sixes of 1848, redeemable July 1, 1868.....	15,740,000 00
Total debt, Dec. 1, 1851.....	62,560,310 26
Deduction, by payment of \$1,667,843 11 on the debt of Dec. 1, 1850. Since when have also been paid:	
To Mexico, installments under treaty of 1846.....	\$3,242,400 00
Amount paid under awards by the Commissioners on claims on Mexico.....	2,587,438 45
Total.....	5,829,838 45

The following is a statement of the business of the mint at Philadelphia, for the week ending on Saturday:

	Deposits.	Coinage.	Payments.
Gold.....	\$1,920,800	\$1,651,980	\$705,930 55
Silver.....	1,200	5,250	6,096 98

Total 1,922,000 1,657,230 712,027 53

The business for the four weeks of December, was as follows:

	Deposits.	Coinage.	Payments.
Gold.....	\$5,373,500	\$5,446,825	\$4,406,370
Silver.....	9,700	36,260	14,053

Total 5,383,200 5,483,085 4,420,429

The following is a statement of the semi-annual dividend recently declared upon some of the leading Massachusetts railroads, payable on or about the 1st inst.

ROADS.	CAPITAL.	DIV.
Portland, Saco and Portsmouth.....	\$1,200,000	3
Taunton branch.....	250,000	4
Western.....	5,150,000	4
Sinking fund for investment—Pittsfield and North Adams.....	450,000	3
Albany bonds Western railroad guarantee.....		
Boston and Worcester.....	4,500,000	3½
Interest on bonds Boston and Me. 4,155,700		3½
Boston and Lowell.....	1,830,000	4
Boston and Providence.....	3,160,000	3
Interest on bonds Fitchburg R.R. 3,540,000		3
Michigan Central.....	2,886,700	4
Eastern.....	2,850,500	4
" N. H.	492,500	4
Fall River.....	1,050,000	4½

Commerce of the port for the year 1851.

	VALUE OF IMPORTS.	
	Dutiable	Free Specie and bullion.
1851. merchandise.		
January.....	\$12,708,518	937,650
February.....	9,442,007	1,208,036
March.....	10,651,142	982,530
April.....	8,546,184	555,386
May.....	8,952,711	785,326
June.....	8,097,631	668,716
July.....	12,373,199	1,027,481
August.....	11,279,004	638,334
September.....	8,384,172	366,153
October.....	5,765,795	1,548,720
November.....	4,399,085	415,838
December.....	5,042,399	552,797
Total.....	\$105,741,847	9,636,967

	VALUE OF IMPORTS CONTINUED.	
	Withdrawn	Entered for Cash
1851. fm. warehouse.	warehouse.	duties
January.....	1,024,246	1,611,847
February.....	899,438	1,240,329
March.....	1,068,437	1,181,925
April.....	1,144,068	1,238,313
May.....	858,519	1,148,428
June.....	717,633	1,043,345
July.....	1,167,644	1,022,725
August.....	1,252,245	1,358,089
September.....	1,669,304	864,916
October.....	1,602,436	1,204,994
November.....	1,377,100	938,056
December.....	1,117,723	1,027,115
Total.....	\$13,900,793	13,880,022

	VALUE OF EXPORTS.	
	Domestic	For. mdse. For. mdse.
1851. merchandise.	dutiable	free.
January.....	3,152,744	412,395
February.....	2,585,786	295,567
March.....	3,976,198	316,494
April.....	4,561,770	320,981
May.....	4,402,052	361,015
June.....	3,778,289	265,290
July.....	3,188,027	284,397
August.....	3,259,594	334,549
September.....	2,593,986	316,047
October.....	2,702,382	358,292
November.....	2,451,511	397,597
December.....	2,512,436	351,428
Total.....	\$39,162,775	4,014,052

Total \$39,162,775 4,014,052 712,813

The following table will show the quotations in the New York market for some of the leading stocks for each month during the past year:

	Jan.	Feb.	Mar.	Apr.
U. S. Loan, 6 per cent, 1867.....	115½	115½	115½	116
Ohio 6 per cent, 1860.....	111	109½	108	107½
Kentucky 6 per cent.....	107	104½	....	....
Illinois Int. Imp. 1847.....	61	66½	65	64
Indiana State 5s.....	81	84	85	84
Pennsylvania 5 per cent.....	95	96	94½	....
Farmers' L'n. and Trust Co. 62½	65½	63	69	64½
Bank of U. S. in Penn.....	1½	1½	1½	1½
N. York and N. Haven road.....	118½	117	115	114½
Hudson River railroad.....	80½	65½	83	80½
New York and Erie railroad.....	89	85½	84½	81
Albany and Schenectady road.....	94½	91	93	92½
Utica and Schenectady road.....	145	123½	125	126
Rochester and Syracuse road.....	115	112½	113	107
New York and Harlem road.....	69½	65½	70½	68½
Reading railroad.....	74½	64½	63½	54½
" mortgage bonds.....	85½	80	80	79½
Erie railroad bonds, 1st.....	107½	110	109½	108½
" " 2d.....	105	104	105	100½
Erie income bonds.....	98	98½	94½	92½
Hudson River railroad bonds.....	104½	104½	105	103½
Del. and Hudson Canal co.....	141	134½	134	127
Norwich and Worcester road.....	69	65	67½	62½
Morris canal.....	22	22	21	19
Stonington railroad.....	54	46	42½	44
Long Island railroad.....	13½	23½	25	23½

	May.	June.	July.	Aug.
U. S. Loan, 6 per cent, 1867.....	117	117½	117	115
Ohio 6 per cent, 1860.....	108½	110	108½	109
Kentucky 6 per cent.....	106½	....	109½	107½
Illinois Int. Imp. 1847.....	63½	63½	65	66½
Indiana State 5s.....	84	....	85	84
Pennsylvania 5 per cent.....	92½	93½	91	91½
Farmers' L'n. and Trust co.....	63½	70	68	67½
Bank of U. S. in Penn.....	1½	1½	1½	1½
N. York and N. Haven road.....	117½	116	115	115
Hudson River road.....	82	80	76	76
New York and Erie road.....	90½	88½	83½	78
Albany and Schenectady road.....	96½	97	97	97
Utica and Schenectady road.....	125	126	129	131
Rochester and Syracuse road.....	109	113½	114½	117
New York and Harlem road.....	74½	74	74	69½
Reading road.....	56½	56½	56½	55
" mortgage bonds.....	76	73½	74	81
Erie railroad bonds, 1st.....	107½	107½	108½	110
" " 2d.....	102	103	102½	102
Erie income bonds.....	96	97½	97	97½
Hudson River railroad bonds.....	105	....	106½	104
Del. and Hudson canal co.....	128	121½	118½	113½
Norwich and Worcester road.....	64½	64½	60½	53½
Morris canal.....	18½	16	16½	15½
Stonington railroad.....	44	42½	44½	41
Long Island railroad.....	23½	21½	18½	15½

	Sept.	Oct.	Nov.	Dec.
U. S. Loan, 6 per cent, 1867.....	115	115	116	116
Ohio 6 per cent, 1860.....	110	109	107½	110
Kentucky 6 per cent.....	105	105½	104½	106½
Illinois Int. Imp. 1847.....	62	61½	62	63
Indiana State 5s.....	79	78	83	85
Pennsylvania 5 per cent.....	90	91	91	92
Farmers' L'n. and Trust co.....	65½	64½	68	70
Bank of U. S. in Penn.....	1½	1½	2	2½
N. York and N. Haven road.....	107½	104	109	108½
Hudson River railroad.....	70	70	73½	69½
New York and Erie road.....	73	72	84	88½
Albany and Schenectady road.....	90	90	95	96
Utica and Schenectady road.....	127½	127½	127	129
Rochester and Syracuse road.....	106½	104½	105½	109½
New York and Harlem road.....	68	63	68	67½
Reading railroad.....	52½	52	57½	55½
" mortgage bonds.....	75½	76	75	73
Erie railroad bonds, 1st.....	107½	108½	10	107½
" " 2d.....	101½	99½	102	101½
Erie income bonds.....	91½	89	94½	94
Hudson River railroad bonds.....	101½	100½	103½	104½
Del. and Hudson canal co.....	112½	108	104½	104
Norwich and Worcester road.....	52½	45	57½	55½
Morris canal.....	14½	13	14	14½
Stonington railroad.....	42½	41½	50	51½
Long Island railroad.....	15	12½	16	15½

Boston, Concord and Montreal Railroad.—Receipts in November, 1851.....\$15,634 33
Same month last year.....12,554 38

Gain in 1851—25 per cent.....\$3,079 95

1852.

We have again completed another volume of the *Railroad Journal*, and with the present number, we enter upon the twenty-first year of its existence. The occasion naturally suggests a brief review of the condition and progress of that great interest to which the Journal is devoted, during the year just closed.

The past has been an exceedingly prosperous year, both for railroads in operation and for those in progress. The earnings of every road, we believe without exception, have been largely increased. A great number of new lines have been brought into use, and have commenced to make a return upon capital invested in their construction. The success of new projects has far exceeded public expectation; and has exerted a strong influence in bringing railroad property into general favor. It has secured public confidence, and with this, the requisite means for most of our roads in progress. Though a large portion of the cost of all new roads is raised by loans, every line entitled to credit has been enabled to obtain sufficient means upon a sale of its securities to carry forward the work of construction with vigor. In fact, we know of no line that has been compelled to suspend work from inability to provide the necessary funds for its prosecution. So freely have the wants of railroads been supplied, that greater apprehension has been felt lest they should absorb too large a portion of our accumulated capital, than that they should be compelled to suspend operations for the want of means.

We have now passed the crisis, the most trying period in the progress of our railroads. For years the people of the different States have been straining every nerve to carry forward their enterprises, and many of them under great discouragements.—They were compelled to wait till their respective lines were completed before they could expect any return; and from the isolated character of many of those that were completed, they could not be brought into profitable use. But we are now fast emerging from the embarrassment of which we have spoken. The railroad systems of different States are now rapidly being brought into connection with each other, and but a short time will elapse, before each line now in operation and progress will bear the same relation to each other, and to the whole, that a single artery in the human body does to the entire system. Alone it is without office or use; but when brought into combination with its members, it secures the efficient, orderly, and useful operation of the whole. So with our roads: they can never develop their highest usefulness, nor the most profitable results, till all the different lines shall be combined into one grand system.

We are now on the eve of the consummation of these great results. In six months from this time the traveller will be able to take the cars from New York to Cincinnati; and during the year, to the western boundary of Indiana. By the first of January, 1853, the great Pennsylvania and Maryland lines will reach the Ohio, and will enter into communication with the roads of that State. In two years more, the Mississippi will be reached by the Galena and Chicago, and the Rock Island and Chicago roads, and in a little longer time, by other lines in progress, through Illinois. On the south, a great line of railroad based upon Charleston and Savannah has already entered the valley of the Mississippi, and will soon reach Nashville, the Capital of Tennessee. After passing the Cum-

berland Mountains, this great line will be met with numerous branches striking the Mississippi river at several important points. Already have means been provided for the Memphis branch of 281 miles. Another branch is to be carried from Nashville to the Mississippi, at the northwestern corner of the State. Going still further south, we find only a small link wanting to a continuous line of railroad from Savannah to Vicksburgh, which we cannot doubt will ere long be filled. In the central portion of the Union, the people of Virginia are straining every nerve to carry forward two great lines, the Central, and the Virginia and Tennessee, to the waters of the Ohio, for the purpose of connecting themselves with the vast net work of railroad spreading out over the whole west. On the north, the New England States have already opened a continuous line of railroad from Boston to the great lakes, and Montreal. Another very important road between the Atlantic and the St. Lawrence, the Portland and Montreal railroad, will be in operation within the year. Still further east, stimulated by the example of our own people, the British Provinces are busily engaged in maturing a vast inter-Colonial railroad, extending from Halifax to Detroit, the greatest railway undertaking ever yet attempted. In a few years more lines of railway will be completed extending from every important Atlantic city to the extreme limit of our western settlements.

The great lines of which we have spoken, are those based upon the Atlantic cities, and having a general eastern and western direction. Others equally important are in progress, connecting the extreme north and south, and binding them together with iron bands. The first of the north and south, is what may be termed the coast line, extending from the eastern part of Maine to the Gulf of Mexico, a distance of nearly 2000 miles. We find no interruption to this great chain, till we reach Wilmington, North Carolina. The gap here existing, of 162 miles, is to be filled by the Wilmington and Manchester railroad, the construction of which is now progressing with great rapidity. A large portion of this line is already in a very advanced state. After the South Carolina roads are reached, we find only a small link of about 40 miles wanting to carry us to Montgomery, Alabama, which place enjoys uninterrupted water communication with the gulf. From Montgomery, a railroad to Mobile or Pensacola, will, undoubtedly, be soon commenced. But such a road is not essential to the practical operation of the above route, as the Alabama river from Montgomery follows the general direction of travel.—The whole of this vast line will be in operation in a little more than a year from this time.

Going further inland, we come to the second great north and south line, running through Western Virginia, Eastern Tennessee, and through Alabama to the Alabama river, at Selma, from which place it will be carried to the gulf. This line will traverse the Cumberland Mountains for many hundreds of miles; but by running parallel with the mountain ranges, a remarkably direct and favorable route is found. Nearly the whole of this line is under contract, and upon a greater part of it the work of construction is being carried forward with great energy.

Passing the Alleghenies, we find another northern and southern line, striking their western base, and running from the great lakes to the southern Atlantic ports and the gulf. Means are already secured to carry the northern part of this line to Dan-

ville, Kentucky, which is only 180 miles from Knoxville, the northern terminus of the East Tennessee and Georgia railroad. To Nashville, the distance from Danville is still less. The former town is destined ere long to be connected not only with Charleston and Savannah, but with Mobile and New Orleans.

From Louisville, the Louisville and Nashville railroad will form a part of the fourth northern and southern route. Louisville will soon be connected by railroad with Chicago, and sufficient means are already provided, to warrant the immediate commencement of the Louisville and Nashville railroad, which will probably be completed in two or three years.

The fifth great northern and southern line is the Mobile and Chicago, which will take very nearly a straight line between the above cities, running by the mouth of the Ohio river. This great line, from its length, directness, and from the vast results that must flow from its construction, occupies a conspicuous place in public favor. Already a portion of the Mobile division is in operation, and measures are now in progress, to place all that part of the line south of the Ohio under contract. The construction of the Illinois division is fully secured by the recent munificent grant by Congress of public lands.

We have thus given a brief sketch of the general features of the vast railroad system which is soon to come into active operation in every part of the country. We have pointed out the great arteries of this system. The minor conduits, to a great extent, already exist. When this system shall be brought into full play, it will hardly be possible to estimate the impulse that will be given to every interest in our land; and if our roads in their present isolated condition are able to show a profitable business, what may we not anticipate when each one shall become a part, and share the business of the whole.

We have at last reached the position from which we can now calculate with certainty, upon the completion of all the above named lines in two or three years, at most. No ordinary reverse can check their progress. They will intersect at convenient distances from each other, from north to south and from east to west, the whole inhabited eastern portion of our country. They will give an impulse to commerce and to travel never before felt. They will bring all our vast resources into full activity and life. They will in time break down all sectional differences, and render us a homogeneous people, possessing similar ideas and pursuits. They will serve as immense arteries, through which the life blood of one portion will be diffused for the support of all others, and in which will be commingled the interests of every portion of our wide-spread domain. No section will be too remote not to be reached and warmed into life and activity, by thus being made a portion of this great system.

Such are the prospects that 1852 opens to us. We have only to wait a few short years to realize the picture which we have given. We shall then present the sublimest spectacle of material and physical greatness that the world has yet seen.

Lake Shore Railroads.

The iron is being laid east of Painesville. The bridge at the furnace will soon be completed, and the cars run to Madison.

The locomotives and cars necessary for opening the Buffalo and State-line road have arrived at

Dunkirk, and the Journal says, are being placed on the track.

New Orleans and Nashville Railroad.

A public meeting of the citizens of Tusculum, Ala., was held on the 16th ult., to consider the project of building a line of railroad commencing where the Canson and Aberdeen road touches the western line of this State, and joining the Nashville and Columbia road at its point of intersection with the Northern line of this State, thereby forming an intermediate link, in the Great New Orleans and Nashville railroad, Col. David Deshler was called to the chair, and E. J. Gurley appointed Secretary.

The meeting adopted resolutions, highly approving the project of building a line of railroad from the city of New Orleans to the city of Nashville; that it was fully apprized of the great advantages to be derived by the country at large from such improvements and facilities, tending as they do to increase commercial facilities, develop the resources of the country, and enlarge and facilitate social and commercial intercourse, thereby aiding and encouraging the social, mental, political and religious improvements which the spirit of the age and onward progress of our country clearly indicate as our destiny if we are true to ourselves—That this road peculiarly recommends itself to the favor and support of the people of the states through which it passes or is proposed to pass, because in its location and the route proposed it respects the organization of both State and county as they now exist. Starting as it does, from the seat of Government of the State of Tennessee, passing through Columbia, Franklin, Lawrenceburg and Florence, all county towns, entering the State of Mississippi, it passes through Aberdeen, Starkeville, Cosuiski, Canton, Jackson [the capital of the State] at or near Gallatin, through Monticello to Baton Rouge, [the capital of Louisiana] thence to New Orleans. The meeting also appointed a committee of 15 persons, to prepare a memorial to the Legislature, asking a charter for the construction of the above road in Alabama.

East Tennessee and Virginia Railroad.

This company have just issued their annual report. From it we learn that the work of construction was commenced on the 27th of March last, upon the division extending from *Strawberry Plains to Bulls Gap*, a distance of 40 miles. This portion of the line was let to Samuel Furgerson, Esq., at the engineer's estimate, one-half payable in cash, and one-half in the bonds of the company, to be converted into stock on the opening of the road.

The company have not pushed ahead very rapidly, partly for want of means, and partly for the reason that nothing would be gained by opening the road in advance of the connecting lines. The company have incurred no debt. Its cash liabilities on the 40 miles are only about \$65,000.

In October last, the company let 20 miles of that portion of the line commencing at the Virginia terminus.

The reasons given for not extending the line from Bull's Gap eastward in its proper connections are: 1st, because the subscriptions upon that portion of the road were not sufficient to justify such a proceeding; and because a conditional subscription of \$20,000 was raised chiefly in Sullivan and Carter, with a portion in Washington county, provided the road was let out to the Watauga river by the first day of November; 2d, because the board

found that a saving could be made in the transportation of the iron, required for the road on the Virginia, over that of any western or southern line, of from forty to fifty thousand dollars; 3d, and lastly, because it would tend to rouse up interest on the whole line, by dividing and distributing the disbursements, and bind the interest of both extremes to a speedy connection; while if the work were carried on continuously from a given starting point, the zeal for extension would flag before the road reached its destined terminus.

There can be no doubt, we apprehend, that the State will aid the above road to an amount equal to the cost of the iron and equipment. Should the bill now before the Legislature of Tennessee become a law, as we presume it will, this will give a renewed impulse to the above project. But in such an event, we suppose the road will not be opened until after the completion of the Virginia and Tennessee and East Tennessee and Georgia roads, between which the East Tennessee and Virginia will be the connecting link. In an isolated condition, it would be of comparatively little importance, but with the connection referred to, it will become one of the most important works in the country.

The subscriptions to the stock of the company now amount to about \$635,000, upon which have been collected about \$30,000. We presume that the balance of the line will be speedily placed under contract.

Hempfield Railroad.

We learn from the late annual report of the directors of this road, that the subscriptions now made to its stock, with the additional amounts which the Board have assurances of obtaining are sufficient to secure the completion of the work.

Individual subscriptions are still going on in Washington county. The amount of these is not far from \$100,000; the county subscription amounts to \$200,000. In Ohio county, the individual subscriptions reach the sum of \$154,000, and the corporate subscriptions, authorized by an almost unanimous vote of the people amount to \$300,000, making the available resources of the company \$754,000.

Large additions will be made in Washington county to the present subscriptions, which together with the aid to be expected from other quarters, will greatly increase the means of the company.

Four of the proposed routes for this road have been surveyed under the direction of the chief engineer. They all begin at Wheeling bridge and terminate at the passenger depot of the Penn. railroad at Greensburgh. The distances over these different routes are as follows.

1. By Mingo Creek.....77 7-10 miles.
2. By Peters Creek.....78 1-10 "
3. By Maple Creek and Belvernon..78 7-10 "
4. By Pigeon Creek.....78 3-4 "

Another line has been surveyed from Washington, by way of Wellsburg to Wheeling, which has been found to be 93-10 miles longer than the direct line by way of Claysville.

The difference in distance and the consequently increased cost of construction, have induced the board to adopt the Claysville route. As soon as the estimates can be completed for the first division of the road, from Wheeling to Washington, the president and engineer are authorized to put the grading and bridging under contract. It is expected that this portion of the road will be advertised for contract in the month of December, or January,

the 2nd division, from Washington to the Monongahela river, and the 3d, from the Monongahela river to Greensburgh, will be put under contract as soon as the requisite amount of stock can be raised.

The friends of this project express an opinion that it will prove one of the most profitable in the United States. It traverses a densely populated region, of immense agricultural resources, and celebrated for the surpassing excellence and abundance of its bituminous coal. It is expected that the way business will yield a fair remuneration for its cost. As a through road it possesses peculiar advantages. It offers one of the shortest and most direct routes between the west and the Atlantic seaboard. It is connected at Columbus with a system of railroads extending to St. Louis. At Zanesville it is connected with the Cincinnati, Wilmington and Zanesville railroad; and as the Cincinnati and Marietta railroad has lately been deflected from the terminus proposed at Belpre to Marietta, with express reference to its extension to Wheeling, a large portion of the business passing over these roads from Cincinnati, will it is claimed, take the Hempfield route to Philadelphia. We are happy in being able to give such a favorable account of the above project in which so many other lines are interested, and which occupies such a conspicuous place before the public.

Bird's Eye view of a Big Steamer.

Thurlof Weed, Esq., Editor of the Albany Evening Journal, who has just crossed the Atlantic in the steamer Baltic, gives the following account of the ship, and of her personnel and equipment:—

Thousands have admired the exceeding beauty of form and finish of the steamer Baltic, for in this respect she is unsurpassed. But she has higher and nobler qualities. In her construction, the architect, while preserving her "line of beauty," has given her bearings which combine herculean strength with the utmost attainable speed.

The Baltic is of 3000 tons burden. Her ponderous engines, boilers, etc., weigh 1000 tons. She usually takes 1300 tons of coal, though some 900 tons are sufficient for an ordinary voyage. This leaves room for 700 tons freight, and when thus laden she draws 19 feet water.

The crew consists of a Captain, four Mates, four Quarter-Masters, two Boatswains, Purser, Surgeon, 20 seamen, and two boys.

In the engine department there is a Chief and six Assistant Engineers, with 24 firemen and 24 coal passers.

In the culinary department there is a steward, 2 stewardesses, 6 cooks and a butcher, with 40 pantry and state room servants.

Now, with the steward's permission, let us look into his larder. The "stores" for a voyage consist of 2000 lbs. of crew beef, 1500 lbs. prime do, 250 lbs. veal, 250 lbs. pork, 400 pounds mutton, two hundred lbs. lamb, 100 lbs. sausages, 25 sweet breads, 6 pigs, 12 kidneys, 50 lbs. tripe, 6 livers, 12 ox tails, six calves heads, 12 calves feet, 30 turkeys, 30 geese, 60 ducks, 170 chickens, 60 pigeons, 24 grouse, 24 rabbits, 12 hares, 400 eggs, 600 quarts milk, 100 lbs. codfish, 50 haddock, 136 lobsters, 100 bushels potatoes, 2 barrels turnips, 100 heads cabbage, 200 do cellery, onions, cauliflowers, horse radish, etc., 70 lbs. figs, 40 lbs. prunes, 6 Wiltshire, 4 Stilton, and 2 cheshire cheeses, 6 kegs butter, 25 barrels flour, etc., together with ample "reserved stores," in case of accident.

The principle articles of freight now on board are, 30 boxes cheese, 127 tierces lard, 200 boxes bacon, 500 barrels apples, 41 boxes India-rubber, and \$1,500,000 in specie.

The Baltic makes sixteen passages a year. Her average time, so far, has been 10 1-2 days. She is usually in the best running condition on the fifth day of her passage, when, with fair weather, she accomplishes from 300 to 350 miles every twenty-four hours.

Railroads in the United States on the 1st January 1852.

MAINE.

	Roads in operation.	Roads in progress.
Androscoggin and Kennebec	55	..
Atlantic and St. Lawrence	91	65
Buckfield branch	13	..
Bangor and Piscataquis	12	..
Kennebec and Portland	50	..
Bath branch	9	..
Portland Saco and Portsmouth	51	..
Calais and Baring	6	..
Machiasport	8	..
York and Cumberland	11	42
Androscoggin	..	20
	315	127

NEW HAMPSHIRE.

Boston Concord and Montreal	71	22
Cocheco	28	..
Concord	35	..
Concord and Claremont	25	..
Contoosick Valley	14	..
Great Falls and Conway	12½	..
Manchester and Lawrence	27	..
New Hampshire Central	26	..
Northern (Concord to W. Lebanon)	81	..
Portsmouth and Concord	40	..
Sullivan	25½	..
Wilton	11	..
Cheshire	54	..
Ashuelot	23½	..
Eastern	16	..
White Mountain	..	25
	490	47

VERMONT.

Connecticut and Passumpsic Riv	61	..
Rutland and Burlington	119	..
Vermont Central	164	..
Rutland and Washington	12	..
Vermont Valley	24	..
Bennington Branch	..	6
Western Vermont	..	53
	380	59

MASSACHUSETTS

Berkshire	21	..
Boston and Lowell	28	..
Boston and Maine	83	..
Boston and Providence	53	..
Stoughton branch	4	..
Boston and Worcester	69	..
Cape Cod branch	28	..
Dorchester and Milton	3	..
Eastern	59	..
Essex, (Salem to Lawrence)	21	..
Fall River	42	..
Fitchburg	66	..
Fitchburg and Worcester	14	..
Lowell and Lawrence	13	..
Nashua and Lowell	15	..
New Bedford and Taunton	31	..
Newburyport	14	..
Norfolk County	26	..
Old Colony, (Boston to Plymouth)	45	..
Petersboro' and Shirley	23	..
Pittsfield and North Adams	20	..
Providence and Worcester	43	..
South Shore	11	..
Stony Brook	13	..
Western, Boston to Albany, (200 miles in all)	117	..
Worcester and Nashua	46	..
Vermont and Massachusetts	77	..
Housatonic branch	11	..
South Reading branch	9	..
Salem and Lowell	18	..
Grand Junction	6	..
Havard branch	1	..
Lexington and West Cambridge	7	..
Connecticut River	52	..
Troy and Boston	..	67
	1080	67

RHODE ISLAND.

Stonington	50	..
Providence and Fishkill	..	32
	50	32

CONNECTICUT.

Hartford and New Haven	62	..
Hartford, Providence and Fishkill	51	96
Housatonic	98	..
Middleton branch	10	..
Naugatuck	62	..
New Haven Canal	45	..
New London, Willimantic and Palmer	66	..
New London and New Haven	..	55
New York and New Haven	76	..
Norwich and Worcester	66	..
Collinsville	11	..
Stonington branch	..	10
Air Line	..	100
	547	261

NEW YORK.

Albany and Schenectady	17	..
Albany and West Stockbridge	38½	..
Attica and Buffalo	31½	..
Buffalo and Niagara Falls	22	..
Cayuga and Susquehanna	33	..
Chemung	17½	..
Hudson and Berkshire	31½	..
Hudson River	144	..
Lewiston	3	..
Long Island	98	..
New York and Erie	464	..
New York and Harlem	130	..
Northern	118	..
Oswego and Syracuse	35	..
Rensselaer and Saratoga	32	..
Rochester and Syracuse	104	..
Saratoga and Washington	39½	..
Saratoga and Schenectady	22	..
Schenectady and Troy	20½	..
Skaneateles and Jordan	5	..
Syracuse and Utica	53	..
Tioga	15	..
Tonawanda	43½	..
Troy and Greenbush	6	..
Utica and Schenectady	78	..
Watertown and Rome	97	..
Albany and Northern	..	33
Albany and Susquehanna	..	130
Buffalo and State Line	26	41
Buffalo and New York	..	58
Buffalo and Conhocton Valley	..	130
Canandaigua and Corning	46	..
Plattsburg and Montreal	..	25
Rochester and Niagara Falls	..	74
Rutland and Washington	28	..
Sackett's Harbor and Ellisburgh	..	17
Troy and Boston	..	39-9
Troy and Rutland	15	..
Canandaigua and Niagara Falls	..	92
Syracuse and Binghamton	..	70
Sodus Bay and Southern	..	35
Whitehall and Rutland	13	..
	1826½	744

NEW JERSEY.

Belvidere and Delaware	15	40
Burlington and Mt. Holley	6	..
Camden and Amboy	64	..
Morris and Essex	35	45
New Jersey	31	..
New Jersey Central	36	26
Patterson and Ramapo	33	..
Trenton branch	6	..
	226	111

PENNSYLVANIA.

Alleghany Portage	36	..
Beaver Meadow	36	..
Carbondale and Honesdale	24	..
Columbia and Philadelphia	82	..
Westchester branch	9	..
Corning and Blossburg	25	..
Cumberland Valley	52	..
Hazleton and Lehigh	10	..
Little Schuylkill	20	..
Mine Hill	30	..
Mount Carbon	7	..

Pennsylvania	185	64
Phil., Reading and Pottsville	92	..
Phil. and Norristown	17	..
German town branch	6	..
Phil. and Trenton	30	..
Phil., Wil. and Balt.	98	..
Schuylkill Valley	25	..
Summit Hill and Maunch Chunk	25	..
Whitehaven and Wilkesbarre	20	..
Williamsport and Elmira	25	51
Franklin	22	..
Dauphin and Susquehanna	16	..
Strasburgh	7	..
Lykens Valley	16	..
Nesquehoning	5	..
Room Run	5	..
Pine Grove	5	..
Beaver Meadow branch	12	..
York and Cumberland	25	..
Sunbury and Erie	..	240
Lackawanna and Western	50	..
Catawissa and Williamsport	..	89
Delaware and Susquehanna	..	48
Philadelphia and Westchester	..	25
Pennsylvania Coal Co.	47	..
Hempfield	..	77
Allegheny Valley	..	180
Columbia branch	19	..
Hanover branch	13	..
York and Wrightsville	13	..
Lancaster and Harrisburg	37	..
	1145	774

DELAWARE.

New Castle and Frenchtown	16	..
Wilmington Branch	..	11
	16	11

MARYLAND.

Annapolis and Elkridge	21	..
Baltimore and Ohio	254	125
Washington branch	31	..
Frederick branch	3	..
Baltimore and Susquehanna	57	..
Westminister branch	10	..
	376	125

VIRGINIA.

Richmond and Danville	35	122
Richmond and Petersburg	22	..
Clover Hill	15	..
South Side	10	110
Manassas Gap	..	106
Petersburg and Roanoke	60	..
Seaboard and Roanoke	80	..
Appomattox	9	..
Winchester and Potomac	32	..
Virginia Central, including Blue Ridge railroad	98	75
Virginia and Tennessee	10	195
Orange and Alexandria, including branch to Warrenton, ten miles	10	90
Richmond, Fredericksburg and Potomac	76	..
Greenville and Roanoke	21	..
Northwestern	..	120
	478	818

NORTH CAROLINA.

Gaston and Raleigh	87	..
Wilmington and Manchester	..	162
Wilmington and Weldon	162	..
North Carolina Central	..	223
	249	385

SOUTH CAROLINA.

South Carolina railroad	..	241
Greenville and Columbia	54	111
Charlotte and South Carolina	45	65
King's Mountain	..	25
Laurens	..	31
Spartanburgh and Union	..	66
	340	498

MISSISSIPPI.

Raymond	7	..
St. Francisville and Woodville	28	..
Vicksburg and Brandon	60	..
Mobile and Ohio	..	273
	93	273

GEORGIA.		INDIANA.	
Central.....	191	New Albany and Salem, (with branch around Lake Michigan of 54 miles).....	117
Georgia.....	175	Jeffersonville.....	50
Macon and Western.....	101	Madison and Indianapolis.....	86
Western and Atlantic.....	140	Shelbyville branch.....	16
South Western.....	51	Rushville branch.....	20
Rome branch.....	17	Knightstown branch.....	27
Muscogee.....	71	Lawrenceburgh and Indianapolis.....	47
Atlanta and West Point.....	40	Indiana Central.....	18
Milledgeville.....	18	Richmond.....	22
Eaton and Milledgeville.....	18	New Castle and Richmond.....	18
Wilkes.....	39	Indianapolis and Bellefontaine.....	43
Athens branch.....	39	Peru and Indianapolis.....	23
Waynesboro'.....	53	Lafayette and Indianapolis.....	26
	754	Crawfordsville.....	26
	229	Terre Haute and Indianapolis.....	73
ALABAMA.		Evansville and Illinois.....	26
Montgomery and West Point.....	88	Martinsville branch.....	29
Mobile and Ohio.....	33	Indiana Northern.....	100
Alabama and Tennessee.....	160	Extension of the Greenville and Miami.....	10
	121	Ohio and Mississippi.....	160
	189		600
LOUISIANA.			905
Carrolton.....	6		
Clinton and Port Hudson.....	24		
Lake Ponchartrain.....	6		
Mexican Gulf.....	27		
	63		
TENNESSEE.			
Nashville and Chattanooga.....	70		
East Tennessee and Georgia.....	42		
East Tennessee and Virginia.....	130		
Memphis and Charleston.....	281		
Winchester and Huntsville.....	60		
Mobile and Ohio.....	119		
	112		
	748		
KENTUCKY.			
Frankfort and Lexington.....	28		
Louisville and Frankfort.....	65		
Maysville and Lexington.....	70		
Covington and Lexington.....	78		
Lexington and Danville.....	37		
Louisville and Nashville.....	180		
Mobile and Ohio.....	39		
	93		
	404		
MISSOURI.			
Pacific.....	315		
Hannibal and St. Josephs.....	200		
	515		
OHIO.			
Cleveland and Columbus.....	135		
Columbus and Lake Erie.....	61		
Dayton and Springfield branch.....	24		
Findlay.....	16		
Little Miami.....	84		
Mad River.....	134		
Sandusky and Mansfield.....	56		
Xenia and Columbus.....	54		
Bellefontaine and Indiana.....	118		
Cincinnati and Marietta.....	188		
Cleveland and Pittsburg.....	98		
Cleveland, Norwalk and Toledo.....	87		
Cleveland, Painesville and Ashtabula.....	71		
Columbus, Urbana and Piqua.....	93		
Cincinnati, Wilmington and Zanesville.....	160		
Cincinnati, Hamilton and Dayton.....	60		
Dayton and Western.....	35		
Dayton and Xenia.....	15		
Greenville and Miami.....	40		
Hamilton and Eaton.....	36		
Hillsboro'.....	37		
Iron.....	50		
Junction.....	110		
Ohio and Indiana.....	126		
Ohio and Mississippi.....	20		
Ohio and Pennsylvania.....	81		
Ohio Central.....	25		
Scioto and Hocking Valley.....	120		
Steubenville and Indiana.....	121		
Pittsburg and Cincinnati.....	110		
Dayton and Michigan.....	25		
Eaton and Piqua.....	30		
Hudson and Akron branch.....	50		
Franklin and Warren branch.....	30		
	898		
	1892		
	10,814		

Above we have given a table of the number of Railroads in progress and operation in the United States, on the 1st of January, 1859. We have prepared it with care, and we believe it to be very correct, especially as far as those in operation are concerned. It is more difficult to make out an accurate table of those in progress. We have probably stated the extent of line in process of construction, below the mark. We have given only the lines upon which work has actually commenced, and under circumstances that warrant the belief that they will be carried to a speedy completion. Projects of great extent are being matured in every part of the country, of which no notice has been taken. For instance, Louisiana is credited with no roads in progress, though it is well known that the people of that State are about to commence the construction of several important lines, making in the aggregate many hundred miles. The same may be said of many other States; so that in addition to the above amount we may safely calculate that from 1000 to 1500 miles of new line will be put under contract before the expiration of the year.

We have not attempted to give the cost of our roads, for the reason that it is impossible to do this with any accuracy. Only in a few States, are Railroads compelled to make returns of their doings to their Legislatures. Even in cases where returns are made, the constantly increasing cost of some of our roads render the returns of little value, a short time after they are published. As accurate an idea can probably be formed of the cost of our roads, from the average of a few lines taken as representatives of the cost in the different sections of the country, as from carefully prepared statistics. The cost of the New England roads may be stated at about \$45,000 per mile. The New York and Pennsylvania railroads will average about \$40,000 per mile. The same may be said of the Maryland roads, including the Baltimore and Ohio road. The general surface of the States named are much less favorable to cheap construction than any other portions of the Union. They are much the most densely inhabited, and the cost of right of way, real estate, etc., make up an important item of the aggregate cost.

The aggregate cost of the roads in the Southern States, and the Mississippi Valley, will not exceed \$20,000 per mile. This is owing to the extremely favorable character of the country, and to the fact, that all the real estate required for way, and for depots, stations, etc., are generally gratuity to the roads, to encourage their construction. The cost of the above items upon important lines, does not in some cases, exceed \$100 per mile. In many of the Western States the grading of a road can be done for \$1,000 per mile. All the materials, with the exception of the iron and equipments, are furnished at a very low rate. For the reasons given, railroads can now be built in the Western States, for one half or two thirds of what they would cost in ten years from the present time.

By our tables we have now 10,814 miles of road in operation, and 10,878 in progress. The increase of line in operation since January 1, 1848, has been 5,224. Since 1851, 2,153. Of the lines in progress nearly all of them have been commenced since 1848.

A very large addition will be made to the above extent of line in progress, by the roads projected in Louisiana, Mississippi and Alabama. But those are not sufficiently advanced to be included in the above table.

ILLINOIS.		MICHIGAN.	
Illinois Central.....	699	Central.....	238
Galena and Chicago.....	94	Southern.....	133
Rock Island and Chicago.....	180	Pontiac.....	25
Central Military Tract.....	125	Tecumseh branch.....	8
Peoria and Oquawka.....	100	Erie and Kalamazoo.....	33
Ohio and Mississippi.....	145		
Northern Cross road.....	54		
Sangamon and Morgan.....	54		
Alton and Sangamon.....	72		
Aurora branch.....	13		
St. Charles branch.....	7		
O'Fallon's Coal road.....	8		
	176		
	1463		
WISCONSIN.		TEXAS.	
Milwaukee and Mississippi.....	20	Buffalo, Bayou and Brazos.....	32
Fon du Lac and Rock Island Valley.....	241		
	20		
	421		
Miles in operation.		miles in progress.	
Maine.....	315		
New Hampshire.....	489		
Vermont.....	380		
Mass.....	1089		
Rhode Island.....	50		
Connecticut.....	547		
Total.....	2870		
New York.....	1826		
New Jersey.....	226		
Penn.....	1146		
Delaware.....	16		
Maryland.....	376		
Virginia.....	478		
N. Carolina.....	249		
S. Carolina.....	340		
Georgia.....	754		
Alabama.....	121		
Miss.....	93		
Louisiana.....	63		
Texas.....	32		
Tennessee.....	112		
Kentucky.....	93		
Ohio.....	828		
Michigan.....	427		
Indiana.....	600		
Illinois.....	176		
Missouri.....	515		
Wisconsin.....	20		
Total.....	10,814		
	10,878		
	21,693		

Illinois.

Peoria and Oquawka Railroad.—We are frequently asked what is doing upon this work, and although not situated so as to state how the work is progressing, can say that no efforts are spared which would tend to its advancement. The difficulty with the Farmington people is, we understand, satisfactorily arranged, and the five per cent paid at the time of subscribing the capital stock, has been paid in to the president of the company, by the person in whose hands it had previously been. A branch, we understand, is to be built to Farmington. The citizens of Oquawka, who had previously been backward, have, we are informed, come forward with an unconditional subscription of from \$39,000 to \$40,000, and yet promise more. The branch to Burlington has been permanently located on the South Henderson route, and as seen by an article copied from the Burlington Telegraph into last week's paper, the work has been let to enterprising contractors, who immediately commenced the work in earnest; and from an article from the Peoria Press, we learn that a contract has been made for the iron necessary for the completion of fifty miles of the road, or from Burlington to this place.

Col. Morgan, the energetic engineer of the road, is, we understand, examining the country east of Illinois river, to the Central railroad, and will in a short time present a report of the practicability of an extension to that important work.—*Knoxville Journal.*

Danville and Pottsville Railroad.

Kimber Cleaver, Engineer, has made a report of the route of the railroad from Danville, to intersect the Shamokin and Sunbury road. The route starts near the rolling mill, in Danville, and crossing the river, passes through the Shamokin Hills, and descends the ravine, crossing the creek where it intersects the Sunbury and Shamokin road. The heaviest grades are 58 feet to the mile on the south bank of the river, 60 feet at the head of descending grade, and 63 feet at L. Vastines. There will be a tunnel of 1600 feet through the Shamokin Hill. The length of the road is 96-10 miles, and will cost \$235,164 56. The following is the estimate:

Graduation and small bridges.....	\$64,414 75
River bridges, double track, with.....	50,000 00
Tunnel, (1600 feet).....	43,192 00
One track of road through [9 6-10 miles]	
and three passings of $\frac{1}{4}$ mile each—	
10 35-100 miles—rails 60 lbs per yard	
=at \$6.237 47 per mile.....	64,557 81
Engineering and incidental expenses...	13,000 00

Total.....\$235,164 56
The distance from Danville to the Shamokin coal mine is 15 6-10 miles.—*Mining Register.*

Railroad Arrangements from Pittsburg West.

The new arrangement by which passengers are to be taken from Pittsburgh to Cleveland in 12 hours, goes into effect this morning. As we anticipated, Mr. Prentiss, the President of the Cleveland and Wellsville road, has entered into the arrangement with proper spirit. From his well known sagacity, and desire to accommodate the public, we expected no less from him.

The Express Train now leaves the Federal St. station at 6 $\frac{1}{2}$ o'clock A. M., and stopping only at Rochester, Brighton, Darlington and Enon, arrives at Palestine at 9. At this point stages will be in waiting to convey the passengers to Salem, where they arrive at 1 o'clock, P. M., and will take the cars again, arrive at Alliance at 2, and at Cleveland at quarter to six.

Returning, the train will leave Cleveland at 8 A. M., and the passengers will arrive at Palestine at 5 P. M., and at Pittsburgh by 8, stopping at the places mentioned above.

The Night Train on the Cleveland and Columbus road has been discontinued, and passengers will stay in Cleveland all night, and leave in the morning trains, making in all 36 hours from Pittsburgh to Cincinnati, with one night's rest included.

In about two weeks the line will be finished to Alliance, when this arrangement will be modified.

Through Tickets, to Cleveland and Cincinnati, can be had at the Ticket Office at the Federal St. station.—*Pittsburgh Gaz. of 25th ult.*

Dayton and Troy Railroad.

We learn from the Dayton Journal and Troy Times, that the contract for constructing a Railroad between these places has been given to Mr. Henry Doolittle, of Cincinnati. The price paid is 10,000 per mile—the Company furnishing the iron. The whole cost will therefore be something like \$340,000, or about \$17,000 per mile. We learn further that Mr. D. is to take \$10,000 in stock, and \$60,000 in bonds, and is to complete the work by the first of September next. The Bonds, we suppose, are those issued by the County Commissioners in pursuance of a vote of the people of the eight Southern townships of the county for that purpose.

The price paid Mr. Doolittle is much above the average of roads in this section of the State, but probably not any too high considering the quality of the work, the short time in which he is to complete it, and the manner of payment. Mr. D. has the reputation of being a good contractor.—*Piqua Register.*

S. CULBERTSON & CO.,
12 BROADWAY, NEW YORK.

D. N. Pickering,

BOSTON, MASS,

PROPRIETORS AND MANUFACTURERS OF

DEVLAN'S PATENT LUBRICATING OIL,

Equally applicable to light and heavy Bearings, Fast Speeds, etc.

This Oil, as a Lubricator, possesses the following advantages over all other Oils:

First, It runs machinery with less friction, thereby enabling Manufacturers, Steam Ships, Steamboat and Railroad Proprietors to accomplish more with the same motive power, and to save their machinery from unnecessary wear.

Second, It produces no Gum upon machinery, whereas all other Oils exhibit more or less. On machinery which is clean when it is introduced, it is warranted to run any length of time without showing any indications of gum.

Third, It will clean off any old gum that may have accumulated upon Slides and Journals from the use of bad Oils.

Fourth, As two gallons of this Oil will last as long as three of Sperm, and as it is thirty or forty cents a gallon cheaper, the consumer saves, by using it, at least fifty per cent. in cost.

PRICE \$1.00 PER GALLON.

It is now in use on the Baltimore & Ohio, Baltimore & Philadelphia, Susquehanna, Pennsylvania Central, Reading, New London, Willimantic & Palmer Railroads. Also, on numerous Steamers, and in various Manufactories.

Reading, Pa., July 12, 1850.

MR. P. S. DEVLAN, Patentee
of the Improved Lubricating Compound:

Dear Sir,—In answer to your favor of the 11th inst., asking our opinion of your Oil, I would reply: We have had your Patent Oil in use upon the Reading Railroad for some five months past, during which time we have used it on our locomotive cars and stationary machinery of every description to the amount of twelve thousand gallons. It has answered the purpose to our entire satisfaction, proving equal to the best Sperm Oil, in both lubricating and lasting qualities, and securing to us an economy in its use of Forty per cent. compared with the best Sperm Oil. It does not "gum" nor "choke," runs and feeds freely, and is as pure and clean, and free from sediment or deposit as the best Sperm Oil. We are at present using it everywhere on the road.

Yours, very respectfully, G. A. NICOLLS,
Engineer, etc., Reading Railroad.

Allaire Works, New York, June 23, 1851.

We are using Devlan's Patent Lubricating Oil upon all our machinery, both light and heavy, and find it better than any other. It is a most perfect lubricator, keeping the machinery clear and the journals cool. We have no doubt that it must come into general use in Manufactories and upon Steamships and Railroads, as it is worth more, gallon for gallon, than the best Sperm Oil, and is some 40 per cent. cheaper.

E. WINSHIP, Foreman All're Works,
J. BREASTED, Manager All're Works,

Steamship Southerner, New York, May 1, 1851.

Sirs,—I am using your Oil, exclusively, on the steamship Southerner, and consider it superior in every respect to any Oil I have ever used. I have had no heating of journals since I have been using it. I consume not more than two-thirds the quantity that I do of other Oils, and my machinery runs cleaner and with less friction than it ever run before. I intend using no other Oil in future, and cheerfully recommend it to others as the cheapest and best Machinery Oil they can buy.

HENRY FARMER,

Chief Engineer Steamship Southerner.

Philadelphia, April 4, 1849.

MR. P. S. DEVLAN:

Sir,—The Patent Oil you sent me to try, and which you design as a substitute for Sperm, has, I am happy to say, more than realized my expectations. I first had it fully tested on a locomotive engine for two days, by a skillful engineer, who assures me that it works equal to the best sperm Oil, with a saving in quantity of at least Fifty per cent. This saving, together with the greatly reduced price, at which you inform me you can furnish the article, recommends its use on Railroads, Mills and Factories, where large quantities of Oil are used. I have no doubt of its entire success, and under that impression tender you my sincere congratulations.

Truly yours, WILLIAM ENGLISH,
Sup't Columbia Railroad.

Philadelphia, Nov. 12, 1850.

I certify that Devlan's Patent Lubricating Compound, has been thoroughly tested upon the Philadelphia & Reading Railroad, and all its locomotive engines, cars, and stationary machinery, and that the reports of the same have been most favorable and satisfactory, showing it to be fully equal to the best Sperm Oil in its lubricating and lasting qualities.

JOHN TUCKER,

President Phila. & Reading Railroad Co.

To Contractors.

IN gross, will be received until the 25th day of January, 1852, proposals for the grading and entire construction of the Ohio and Indiana Railroad, extending from Crestline, the point on the Cleveland and Columbus Railroad where the Ohio and Pennsylvania railroad terminates, to Fort Wayne, Ind., 131 miles long.

The location, stock subscription, and releases, are in condition to warrant an early commencement and vigorous prosecution.

This road is the third link in the great chain of roads from Philadelphia to Chicago.

W. MERRIMAN, Pres't.

Bucyrus, Ohio, Dec. 25, 1851.

American Lap Weld Iron Boiler Flues.

MANUFACTURED by the Reading Iron Tube and Boiler Flue Works, from $\frac{1}{4}$ to 7 in. diameter, and in lengths to eighteen feet, made from the best Pennsylvania refined cold blast charcoal iron, and equal in finish to any imported. Also made to order a but welded flue with patent lap welded ends, and when preferred they will be finished with a screw and ferrule on the ends. All the above will be made of any thickness of iron ordered. Also, welded wrought iron Tubes for water, steam and gas. Extra heavy tubes made to order, for sale by our agent, A. B. Wood, 23 Platt street, New York, and Samuel Griffiths, No. 15 North 7th street, Philadelphia, or at our works.

SEYFERT, McMANUS & CO.,

January 3d, 1852.

Reading, Pa.

To Civil Engineers and Contractors.

THE advertiser, an Engineer recently from England, is desirous of an engagement, having been employed on some of the principal lines in that country and France. Satisfactory testimonials from parties in England and America. Address A. B., at the Railroad Journal office.

January 1, 1852.

1m*

M. B. Hewson, Civil Engineer,
(Open to a New Engagement),
Memphis, Tenn.

Rosendale Cement.

THE NEWARK AND ROSENDALE LIME AND CEMENT CO. are now manufacturing at their works in NEWARK, N. J., and Ulster county, N. Y., a very superior article of *Hydraulic Cement*—also Lime Calcine Plaster, etc. Contractors and dealers will find it to their advantage to call or make application before purchasing elsewhere. All communications addressed to the subscriber, at Newark, N. J., will be punctually attended to.

HENRY WILDE, Secretary.

New England Car Spring Co.,

No. 104 Broadway, New York,

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS & HOSE,

Of F. M. Ray's improved form, and dealers in every description of Rubber Goods for Railway purposes.

All Goods manufactured by this company are warranted of the best materials, and the same composition which has established the reputation of F. M. Ray's India-rubber Car Springs.

F. M. RAY, Agent.

Railroad Iron.

THE undersigned offer for sale 1000 tons Railroad Iron, (about 56 lbs. to the yard,) now at Brooklyn.

CHOUTEAU, MERLE & SANFORD,
Oct. 1, 1851. 51 New st.

Engine Waste.

CLEAN WASTE for Locomotive and Steam-boat Engines, in lots as wanted; also, superior Steam Packing. Orders, with explicit directions for forwarding, should be addressed to

J. MORTIMER HALL,
36 South st., New York.

November 1. 3m

PREMIUM

RAILROAD CAR SPRINGS,

AND OTHER

India-rubber Goods.

TWO Prizes were awarded me last month by the American Institute—one for best Car Springs, the other for best Overhoes. This proves the superiority of the Goods made by me.

HOSE and **STEAM PACKING**, and all other India rubber goods for Railroad purposes, on hand and for sale cheaper than any other house.

Car Springs, 50 cents per lb. for cash—of the best quality and of all sizes, (Fuller's patent.)

I now give notice that Fuller is the original and true inventor of the India-rubber Spring, and companies who use Springs made by other parties will eventually have to pay me damages. H. H. DAY,

23 Courtlandt st., New York.

Inventor and owner of 17 U. S. Patents, and the oldest Manufacturer of India-rubber in the U. S.
December 6, 1851.

CORROSIVE SUBLIMATE.

THIS article now extensively used for the preservation of timber, is manufactured and for sale by **POWERS & WEIGHTMAN**, manufacturing Chemists, Philadelphia.
Jan. 20, 1849.

To Civil and Mining Engineers and Surveyors.

A YOUNG MAN having lately completed an engagement of six years with an eminent Civil and Mining Engineer in Scotland, is desirous of a situation in that capacity. Has had considerable experience in the mines of Scotland, and is in possession of all instruments necessary for land and mining surveying. Address A. S., care Mr. D. H. Arnot, 50 Wall St., N. Y.
Dec. 13th. 1m*

Railroad Iron.

2000 TONS of an approved pattern 59 to 60 lbs. per lineal yard, now manufactured in England, and ready for immediate shipment, from thence.

Also, 2,500 tons of different patterns in port and expected to arrive within sixty days. For sale by **DAVIS, BROOKS & Co.**

28 Beaver Street, New York.

Contracts made for Railroad Iron at a specific price delivered in England, or at port in the United States.

TO FOUNDRYMEN,

AND

Contractors for Iron Castings.

THE Proprietor of the Rossie Furnace, St. Lawrence County, N. York, having lately erected at their works a Casting House 125x75, with suitable Cupolas, Cranes, etc., and a Machine Shop, furnished with a considerable stock of tools, and a water wheel of 30 horse power—the whole carried out in the most substantial manner—offers the use of these premises, in connection with the sale of Rossie Iron, to manufacturers and contractors for castings and machinery.

There are 2000 tons of hot and cold blast iron now at the works, any part of, or more than which, might be contracted for in connection with the above; and as liberal terms of credit would be extended to parties offering satisfactory security, it is supposed that the conditions contemplated may present no ordinary advantages to persons desirous of a large business on a limited capital.

It may be useful to add that the Cold Blast Iron made at these works is of a very superior quality for Car Wheels.

Rossie is 6 miles from the River St. Lawrence, and connected by a good Plank road all but 1 mile. For further particulars, apply to D. W. Baldwin, Agent, at the works, or at the office of the subscriber, Ogdensburg, St. Lawrence Co., N. Y.

G. PAIRSH.

December 20, 1851. 6*

**LOWMOOR
LOCOMOTIVE TIRES.**

THE Subscriber, sole agent for the Lowmoor Co., is prepared to take orders for this superior description of tires, which are furnished, bent, welded and blocked to any dimensions, having but one weld, and at a cost to the importer of less than ten cents per pound for the heaviest weights.

WM. BAILEY LANG.

Bosto November 29th. 1m

LOWMOOR IRON.

THE LOWMOOR IRON COMPANY having appointed Wm. BAILEY LANG their sole agent in America and Canada, he is now prepared to receive and execute all orders for Railway Tire Bars, bent, welded, and blocked Railway Tires, Axles, Piston Rods, and Boiler Plates. Also, plain, angle, rivet and every other description of Lowmoor Iron.

All communications respecting the above are requested to be sent to Wm. Bailey Lang, at his Steel Warehouse, No. 9 Liberty Square, Boston, or to the Lowmoor Iron Works, Bradford, Yorkshire, England.
30th Sept., 1851.

RAILROAD SPRINGS.

Fuller's India-rubber Springs.

THESE are now made in our own Factory, of the best materials. Each spring is guaranteed to perform the required work. Purchasers guaranteed against adverse claims.

Car Builders will save great expense by calling at the office of the Company.

23 Courtlandt St., New York.

To Stone Masons.

THE NEW ALBANY AND SALEM RAILROAD Company have about 10,000 c. yards of Abutment Masonry to let at private contract, to be completed by the 1st of July, 1852.

To contractors who can produce testimonials of character for ability as STONE MASONS, fair, remunerating prices will be given.

Early applicants, by securing the work now offered, will gain advantages over competitors for the erection of an additional 15,000 yards, to be let out early next spring, in bridging the streams between Bedford and Michigan City, via Bloomington, Gosport, Crawfordsville and Lafayette, (the most productive and healthy region in Indiana,) by the knowledge they will have acquired of the resources of the country.

Application may be made in person, or by letter addressed to the undersigned, at New Albany, Indiana.

S. B. WILSON, Engineer.

Engineer's Office, New Albany,
Sept. 29th, 1851.

To Chief Engineers, Directors of Railroads, Canals, etc.

A Civil Engineer and Surveyor, who has been professionally engaged under the British Government, East India Company, etc., is desirous of obtaining employment as an Assistant. No objection to the South or West. Address for one month to C. E. & S., American Railroad Journal office.

August 16, 1851.

To Engineers.

A NEW WORK on the Marine Boilers of the United States, prepared from authentic drawings, and illustrated by 70 engravings, among which are those of the fastest and best steamers in the country, has just been published by B. H. Bartol, Engineer, and is for sale at the store of

D. APPLETON & CO.,
Broadway

September 1, 1851.

RAILROAD SPRINGS.

Fuller's Patent India-rubber Springs.

PRICE reduced to 50 cents per pound. The owners of this Patent now manufacture the Springs in their own Factory, and guarantee that each spring shall perform its required duty.

Purchasers guaranteed against adverse claims. They may have full confidence in the working qualities of the springs.

The suits brought against Ray & Co., will soon be brought to issue, and we await the result with satisfaction, having full confidence in the pure administration of the Laws.

The long advertisements put forth by Ray & Co. about prior invention of the spring are worthless he has not proved prior invention, and cannot sustain his patent in a Court of Law.

For the owners of Fuller's Patent,

G. M. KNEVITT,

23 Courtlandt st., New York.

October 7, 1851.

Railroad Iron.

THE undersigned, Agents for British Manufacturers, continue to sell Railroad Iron of the best quality, and of any weight or pattern required; deliverable at any part of the United States or Canada.

They have now on hand, ready for delivery New York:

2,000 tons of an approved pattern, weighing about 60 lbs. to the yard.

WM. F. WELD & CO.,

42 Central Wharf, Boston.

To Railroad Companies.

THE undersigned has discovered and patented an imperishable, cheap, and sufficiently elastic substance, to be introduced between the sill and rail, so that the stone sill can be used in place of the wooden sill: entirely overcoming that rigidity where the rail is laid directly on stone. Address

J. B. GRAY, Philadelphia.

July 10, 1851. 4m

Railroad Iron.

THE undersigned are prepared to enter into contracts now at specific prices, to deliver Railroad Iron during the coming Winter and Spring, free on board at the shipping ports in Wales, or at ports in the United States.

CHOUTEAU, MERLE & SANFORD,

Sept. 30, 1851. No. 51 New st.

THE NEWCASTLE MANUFACTURING Co continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack Screws, Wrought Iron Work and Brass and Iron Castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast Wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

Practical and Scientific Books

PUBLISHED BY

HENRY CAREY BAIRD,**SUCCESSOR TO E. L. CAREY, PHILADELPHIA.**

For sale by Dewitt & Davenport, Tribune Buildings, New York, and Booksellers generally throughout the United States and Canada.

Now being published in Twelve Parts, price 25 cents each, the **PRACTICAL MODEL CALCULATOR**, for the Engineer, Machinist, Manufacturer of Engine work, Naval Architect, Miner and Millwright.—By Oliver Byrne, Compiler and Editor of the Dictionary of Machines, Mechanics, Engine Work and Engineering, and Author of various Mathematical and Mechanical works—illustrated by numerous Engravings; forming, when completed, one large volume, octavo, of nearly 600 pages.

It will contain such calculations as are met with and required in the Mechanical Arts, and establish models or standards to guide practical men. The tables that are introduced, many of which are new, will greatly economize labor, and render the everyday calculations of the *practical man* comprehensive and easy. From every single calculation given in this work other calculations are readily modeled, so that each may be considered the head of a numerous family of practical results.

The examples selected will be found appropriate, and in all cases taken from the actual practice of the present time. Every rule has been tested by the unerring results of mathematical research, and confirmed by experiment, when such was necessary.

The **Practical Model Calculator**, will be found to fill a vacancy in the library of the practical working man long considered a requirement. It will be found to excel all other works of a similar nature, from the great extent of its range, the exemplary nature of its well selected examples, and from the easy, simple and systematic manner in which the model calculations are established.

Parts 1, 2 and 3 now ready.

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Best Cast Steel Axles & Tires, (A NEW ARTICLE.)

For Railroad Carriages and Locomotives.

THE quality of this Steel is sufficiently attested in the announcement that it has carried off the first prizes awarded at the World's competition of 1851, in London. The axles are in general use on the Continent, and are now offered in competition with any other that can be produced; and to be tested in any way that may be desired by the Engineers of the United States, either by impact or by torsion. This Steel is manufactured by Fried Krupp, Esq., of Essen, in Renish Prussia, represented in the United States by

THOS. PROSSER & SON,
28 Platt st., New York.

November 1.

To Railroad and Canal Companies, Contractors, etc.

THE Undersigned wishes to direct the attention of Chief Engineers and Contractors to the facilities he possesses for supplying them with workmen, laborers, etc. of any description, and also to remind them that he forwards such men to whatever destination they may be required.

Companies or Contractors desirous of receiving peaceable and industrious men, will be promptly supplied at the shortest possible notice.

C. B. RICHARDS,

No. 85 Greenwich Street, New York.

REFERENCES:—Chas. H. Webb, Esq., Supt. of the St. George's and British Protective Society, New York; Messrs. Harris and Leech, Philadelphia, Wm. P. Malburn, Esq., Albany.

Railroad Commission Agency.

THE Subscriber offers his services to Railroad Co's and Car Makers for the purchase of equipment and furniture of roads and depots and all articles and materials required in the construction of cars, with cash or approved credit. No effort will be spared to select the best articles at the lowest market price.

He is sole Agent for the manufacture of the **ENAMELED CAR LININGS**, now in universal use. The best Artists are employed in designing new styles, and he will make to order pieces with appropriate designs for every part of the car, in all colors, or with silver grounds and bronzed or velvet figures.

He is also Agent for Page's Car Window Sash Fasteners, which is preferred by all who have used it to any other.

CHARLES STODDER,
75 Kilby st., Boston.

June 20, 1851.

3m.

Trautwine on R. R. Curves.

By JOHN C. TRAUTWINE, Civil Engineer, Philadelphia, Pa.

JUST published, accompanied by a Table of Natural Sines and Tangents to single minutes, by means of which all the necessary calculations may be performed in the field.

This little volume is intended as a field-book for assistants; and will be found extremely useful, as it contains full instructions, (with wood cuts) for laying out, and adjusting curves; with Tables of Angles, Ordinates, etc., for Curves varying from 13 miles, down to 146 feet Radius.

A portable Table of Natural Sines and Tangents to minutes, has for a long time been a desideratum among Engineers, independently of its use in laying out curves.

The volume is neatly got up in duodecimo; and handsomely bound in pocket-book form.

Sold by Wm. Hamilton, Actuary of the Franklin Institute, Philadelphia. Price \$1.

Also, "*Trautwine's Method of Calculating Excavation and Embankment.*"

By this method, which is entirely new, (being now made known for the first time) the cubic contents are ascertained with great ease, and rapidly, by means of diagrams, and tables of level cuttings. Thin octavo; neatly half bound, \$1. For sale by Wm. Hamilton.

June 28, 1851.

Railroad Iron.

CONTRACTS made by the subscribers, agents for the manufacturers, for the delivery of Railway Iron, at any port in the United States, at fixed prices and of quality tried and approved for many years, on the oldest railways in this country.

RAYMOND & FULLERTON, 45 Cliff st.**Bridges & Brother, DEALERS IN****RAILROAD AND CAR FINDINGS,**
64 Courtlandt street, New York.

Having established a general Depot for the sale of articles used in the construction of Railroads, Locomotive Engines and Railroad Cars, we would invite your attention to our establishment. We have already in store a good assortment of **CAR FINDINGS** and other articles used in the trade, and feel justified in saying, that should you desire anything in our line, we can supply on terms perfectly satisfactory, and in the event of your desiring to order, you may feel assured that your terms will be as good as though you were here to make your own purchases.

Among our goods may be found Railroad Car Wheels, Axles, Jaws and Boxes, Nuts and Washers, Bolts, Brass Seat Hooks and Rivets, Window and Blind Springs, Lifters and Catchers, Door Locks, Knobs and Butts, Ventilators and Rings, Car Lamps, Coach and Wood Screws, Jack and Bed Screws and Babbitt's Metal; also Plushes, Damask, Enameled Head Linings, Cotton Duck for Top Covering in width sufficient without seams, Curled Hair and all other articles appertaining to cars.

Also a new and valuable **CAR DOOR LOCK**, well adapted to the Sliding Door. This is decidedly the best yet introduced.

LOCOMOTIVE ENGINE LANTERNS, the best article made in the country. Whistles, Gauge and Oil Cocks, Hemp Packing, American, Russian and Italian. We are also agents for Lightner's Patent Journal Box for Car Axles, that invaluable invention, for the economical use and preservation of Car Journals.

Coach **VARNISH** and Japan of the best quality.

We would also offer our services for the purchase as well as for the sale of goods on commission.—Both members of our firm have had the experience of many years in the manufacture of Railroad Cars, and our Senior was a member of the well known house of **DAVENPORT & BRIDGES**, Car Manufacturers, Cambridgeport, Mass. Without our knowledge of matters pertaining to Railroads, we feel quite confident in giving satisfaction to both buyer and seller, and hope that through assiduity and attention to any business entrusted to our care we shall merit a continuance of confidence and patronage.

BRIDGES & BROTHER.

July 22, 1851.

To Railroad Car Builders and Manufacturers Generally.

THE Cincinnati, Hamilton and Dayton Railroad Company, at Cincinnati, have ten acres of land adjoining the City and near the Ohio River—their Road running through its center—which they will lease for a term of years, or perpetually, for the establishment of a Car Manufactory, or for any purpose connected with the furnishing of Machinery for Railroads.

The Company have at their Depot grounds, at Cumminsville, about five miles north of the city, six acres of land, eligibly situated for a variety of Manufacturing purposes, which they offer for lease on advantageous terms.

They have, also, on the line of their Road, in the town of Hamilton, 25 miles north of the city, about forty acres of land, situated on the Hamilton Hydraulic Works, where a Water Power can be displayed advantageously, and the same had on favorable terms. This property is also eligibly situated for Manufacturing purposes, and will be sold or leased on accommodating terms.

The above described property is admirably situated for the successful prosecution of the objects referred to, connected as the Road passing through it is with other Railroads built and building into Western and Northern Indiana, and Northern and Eastern Ohio; and the first described land lying near the line of the Cincinnati and St. Louis Railroad.

To skilful and enterprising Car Builders, possessing sufficient capital for the prosecution of that business, the inducements are peculiarly flattering.

For further particulars address, at Cincinnati,
S. S. L'HOMMEDIEU,
Pres't C., H. and D. R. R.

Dec. 20th.